

THIRTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

LAKE SHORE

AND

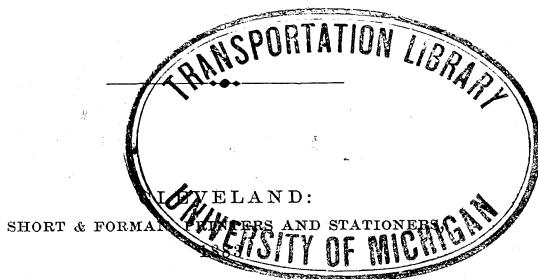
MICHIGAN SOUTHERN

RAILWAY COMPANY

TO THE STOCKHOLDERS

FOR THE

FISCAL YEAR ENDING DEC. 31, 1882.



THIRTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Lake Shore & Michigan Southern

Railway Company

TO THE

STOCKHOLDERS

FOR THE

FISCAL YEAR ENDING DEC. 31, 1882.

CLEVELAND, O.:

SHORT & FORMAN, PRINTERS AND STATIONERS.

1883.

ORGANIZATION
OF THE
Lake Shore & Michigan Southern
RAILWAY COMPANY.

MAY 1, 1883.

DIRECTORS.

| | |
|-----------------------|---------------|
| WILLIAM H. VANDERBILT | NEW YORK. |
| CORNELIUS VANDERBILT | NEW YORK. |
| WILLIAM K. VANDERBILT | NEW YORK. |
| AUGUSTUS SCHELL | NEW YORK. |
| SAMUEL F. BARGER | NEW YORK. |
| JOHN E. BURRILL | NEW YORK. |
| DARIUS O. MILLS | NEW YORK. |
| EDWIN D. WORCESTER | NEW YORK. |
| JOHN NEWELL | CLEVELAND, O. |
| WILLIAM L. SCOTT | ERIE, PA. |
| CHARLES M. REED | ERIE, PA. |
| RASSELAS BROWN | WARREN, PA. |
| ALBERT KEEP | CHICAGO, ILL. |

OFFICERS.

| | | |
|-----------------------------|-----------------------|---------------|
| PRESIDENT | WILLIAM H. VANDERBILT | NEW YORK. |
| VICE-PRESIDENT | AUGUSTUS SCHELL | NEW YORK. |
| TREASURER AND SECRETARY | EDWIN D. WORCESTER | NEW YORK. |
| ASS'T SEC'Y AND ASS'T TREAS | N. BARTLETT | CLEVELAND, O. |
| AUDITOR | C. P. LELAND | CLEVELAND, O. |
| GENERAL MANAGER | JOHN NEWELL | CLEVELAND, O. |
| ASS'T GENERAL MANAGER | ADDISON HILLS | CLEVELAND, O. |
| GENERAL SUPERINTENDENT | P. P. WRIGHT | CLEVELAND, O. |
| GENERAL FREIGHT AGENT | GEORGE H. VAILLANT | CLEVELAND, O. |
| ASS'T GENERAL FREIGHT AGENT | CHARLES M. GRAY | CHICAGO, ILL. |
| ASS'T GENERAL FREIGHT AGENT | J. T. R. MCKAY | CLEVELAND, O. |
| GENERAL PASSENGER AGENT | W. P. JOHNSON | CHICAGO, ILL. |
| GENERAL TICKET AGENT | J. W. CARY | CLEVELAND, O. |
| CHIEF ENGINEER | L. H. CLARKE | CLEVELAND, O. |
| GENERAL MASTER MECHANIC | JAMES SEDGLEY | CLEVELAND, O. |
| MASTER CAR BUILDER | JOHN KIRBY | CLEVELAND, O. |
| PURCHASING AGENT | A. C. ARMSTRONG | CLEVELAND, O. |

GENERAL OFFICES CLEVELAND, O.
NEW YORK OFFICE, Room 47, Grand Central Depot NEW YORK.

NEW YORK OFFICE { Pays dividends Feb 1, May 1, Aug. 1, Nov. 1.
 { Pays coupon interest on bonds.
 { Transfers stock.

UNION TRUST CO. { Pays interest on registered bonds.
 { Transfers registered bonds.
 { Registrar of stock.

REPORT.

The President and Directors of the LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY submit to the Stockholders the following report for the year ending December 31, 1882:

ROAD OPERATED.

| | |
|---|-----------------|
| Main Line—Buffalo, N. Y., to Chicago, Ill. | 540.49 miles. |
| Five L. S. & M. S. Branches | 324.38 " |
| | 864.87 miles. |
| Total Miles, L. S. & M. S. R'y proper | 864.87 miles. |
| Three proprietary roads, owned wholly by L. S. & M. S. R'y Co., but under other organizations | 160.07 miles. |
| Five leased Roads | 314.60 " |
| Total miles road operated | 1,389.54 miles. |

With 266.24 miles second track and 536.60 miles side-tracks, making, in all, 2,142.38 miles of track, of which 1,361.49 miles are laid with steel, an increase of 124 miles in 1882.

This Company leased in perpetuity, as of July 1st, 1881, the Detroit, Hillsdale and Southwestern Railroad, 64.80 miles, at a rental of \$41,000 annually for two years, and after that \$54,000 annually (four per cent. upon its capital stock).

Also as of September 1st, 1882, in perpetuity, the Fort Wayne and Jackson Railroad, 97.42 miles, at an annual rental of five and one-half per cent. upon its preferred stock (rental, \$126,027.88).

These leases were made, after long and careful consideration, to protect the interests of the Company.

CONSTRUCTION.

This account stands at \$66,500,000, the same as at the end of 1881. Nothing was charged to this account in 1882.

EQUIPMENT.

This account was increased in 1882 from \$16,150,000 to \$17,169,000, increase \$1,019,000 for the following increase in equipment.

| | Dec. 31, 1882. | Dec. 31, 1881. | Increase. |
|-------------|----------------|----------------|-----------|
| Locomotives | 547 | 532 | 15 |
| Cars | 17,085 | 16,018 | 1,067 |

CAPITAL STOCK.

The Capital Stock of the Company is \$50,000,000, to-wit:

| | | |
|-------------------------------|---------------------------|--------------|
| Guaranteed (10 per cent)..... | 5,335 Shares—\$100..... | \$ 533,500 |
| Ordinary | 494,665 Shares— 100..... | 49,466,500 |
| | 500,000 Shares—\$100..... | \$50,000,000 |

Of the ordinary stock, the Company owns \$268,200, as stated in the balance sheet.

FUNDED DEBT.

The usual annual contribution of \$250,000 to the Sinking Fund reduces the first mortgage debt from \$22,250,000 to \$22,000,000.

The second mortgage debt was increased from \$14,665,000 to \$21,192,000 by the exchange of \$6,527,000 second mortgage bonds for 140,500 shares preferred and 124,800 shares common stock in the New York, Chicago and St. Louis Railway, a controlling interest.

While this involves an increase in our fixed charges of \$456,890 per annum, it is believed the results will confirm the wisdom of acquiring the control of that road.

The total funded debt now stands at \$43,192,000, an increase of \$6,277,000 in 1882.

EARNINGS.

| | 1882. | 1881. |
|-------------------------------------|------------------------|------------------------|
| From Freight | \$12,022,576 60 | \$12,659,987 24 |
| From Passengers..... | 4,897,185 45 | 4,134,788 75 |
| From Mails..... | 713,240 91 | 699,416 54 |
| From Express..... | 397,914 34 | 327,146 28 |
| From all other sources | 194,691 83 | 150,052 52 |
| TOTAL..... | \$18,225,639 13 | \$17,971,391 33 |
| Operating expenses and taxes..... | 11,057,807 44 | 11,278,429 19 |
| Per cent | 60.67 | 62.76 |
| NET EARNINGS..... | \$ 7,167,831 69 | \$ 6,692,962 14 |
| Increase in gross earnings..... | \$ 254,247 80 | 1.39 per c'nt |
| Decrease in operating expenses..... | 220,621 75 | 1.96 " " |
| Increase in net earnings..... | 474,869 55 | 7.09 " |

DISPOSITION OF NET EARNINGS—1882.

| | |
|--|-----------------------|
| Fixed charges..... | \$3,027,000 00 |
| Four quarterly dividends, 2 per cent. each—8 per cent..... | 3,957,320 00 |
| Balance surplus for the year..... | 183,511 69 |
| TOTAL NET EARNINGS..... | \$7,167,831 69 |

The financial results, also the freight and passenger statistics condensed for thirteen years, since the organization of the Company by consolidation in 1869, are grouped together on the next page.

EARNINGS, EXPENSES, &C.

1870-1882-THIRTEEN YEARS.

A

| Year. | Miles. | Gross Earnings. | OPERATING EXPENSES. | | Net Earnings. | Fixed Charges. | DIVIDENDS, per share of \$100. | |
|-------|--------|-----------------|---------------------|-----------|---------------|----------------|--------------------------------|--------|
| | | | Amount. | Per cent. | | | Earned. | Paid. |
| 1870. | 1013 | \$13,509,236 | \$8,368,821 | 61.95 | \$5,140,415 | \$1,828,897 | \$9.60 | \$8.00 |
| 1871. | 1074 | 14,898,449 | 9,779,806 | 65.64 | 5,118,643 | 2,121,164 | 8.37 | 8.00 |
| 1872. | 1136 | 17,699,935 | 11,839,526 | 66.90 | 5,860,409 | 2,201,459 | 8.55 | 8.00 |
| 1873. | 1177 | 19,414,509 | 13,746,598 | 70.90 | 5,667,911 | 2,654,560 | 6.10 | 4.00 |
| 1874. | 1177 | 17,146,131 | 11,152,371 | 65.04 | 5,993,760 | 3,008,193 | 6.04 | 3.25 |
| 1875. | 1177 | 14,434,199 | 10,531,501 | 72.96 | 3,902,698 | 2,810,294 | 2.20 | 2.00 |
| 1876. | 1177 | 13,949,177 | 9,577,836 | 68.64 | 4,374,341 | 2,759,989 | 3.26 | 3.25 |
| 1877. | 1177 | 13,505,159 | 8,963,966 | 66.37 | 4,541,193 | 2,775,657 | 3.57 | 2.00 |
| 1878. | 1177 | 13,979,766 | 8,486,601 | 60.70 | 5,493,165 | 2,718,792 | 5.61 | 4.00 |
| 1879. | 1177 | 15,271,492 | 8,934,524 | 58.50 | 6,336,968 | 2,754,988 | 7.24 | 6.50 |
| 1880. | 1177 | 18,749,461 | 10,418,105 | 55.56 | 8,331,356 | 2,750,374 | 11.28 | 8.00 |
| 1881. | 1177 | 17,971,391 | 11,278,429 | 62.76 | 6,692,962 | 2,725,375 | 8.02 | 8.00 |
| 1882. | 1274 | 18,225,639 | 11,057,807 | 60.67 | 7,167,832 | 3,027,000 | 8.37 | 8.00 |

FREIGHT.

B

| Year. | Tons. | Average Miles Hauled. | Tons One Mile. | Revenue. | Receipt per ton per mile. | Cost per ton per mile. | | Profit per ton per mile. |
|-------|-----------|-----------------------|----------------|-------------|---------------------------|------------------------|-------|--------------------------|
| | | | | | | Cent. | Cent. | |
| 1870. | 2,978,725 | 192.7 | 574,035,571 | \$8,746,126 | 1.504 | .932 | .572 | |
| 1871. | 3,784,525 | 193.9 | 733,670,596 | 10,341,218 | 1.391 | .913 | .478 | |
| 1872. | 4,443,092 | 208.2 | 924,844,140 | 12,824,862 | 1.374 | .920 | .454 | |
| 1873. | 5,176,661 | 203.6 | 1,053,927,189 | 14,192,399 | 1.335 | .946 | .389 | |
| 1874. | 5,221,267 | 191.4 | 999,342,081 | 11,918,350 | 1.180 | .767 | .413 | |
| 1875. | 5,022,490 | 187.8 | 943,236,161 | 9,639,038 | 1.010 | .737 | .273 | |
| 1876. | 5,635,167 | 201.2 | 1,133,834,828 | 9,405,629 | .817 | .561 | .256 | |
| 1877. | 5,513,398 | 195.9 | 1,080,005,561 | 9,476,608 | .864 | .573 | .291 | |
| 1878. | 6,098,445 | 219.8 | 1,310,467,821 | 10,048,952 | .734 | .474 | .260 | |
| 1879. | 7,541,294 | 229.9 | 1,733,423,440 | 11,288,261 | .642 | .398 | .244 | |
| 1880. | 8,350,336 | 221.7 | 1,851,166,018 | 14,077,294 | .750 | .435 | .315 | |
| 1881. | 9,164,508 | 220.6 | 2,021,775,468 | 12,659,987 | .617 | .414 | .203 | |
| 1882. | 9,195,538 | 205.8 | 1,892,868,224 | 12,022,577 | .628 | .413 | .215 | |

PASSENGERS.

C

| Year. | Number passengers carried. | Average Distance | Passengers One Mile. | Revenue. | Receipt per passenger per mile. | Cost per passenger per mile. | Profit per passenger per mile. |
|-------|----------------------------|------------------|----------------------|-------------|---------------------------------|------------------------------|--------------------------------|
| | | | | | | | |
| 1870. | 2,065,440 | 77 | 160,500,114 | \$4,192,960 | 2.612 | 1.708 | .904 |
| 1871. | 2,046,428 | 70 | 142,684,243 | 4,006,724 | 2.808 | 1.939 | .869 |
| 1872. | 2,212,754 | 74 | 162,308,405 | 4,218,543 | 2.599 | 1.814 | .785 |
| 1873. | 2,845,163 | 63 | 179,363,173 | 4,569,730 | 2.542 | 1.878 | .664 |
| 1874. | 3,096,263 | 56 | 173,224,572 | 4,249,022 | 2.452 | 1.678 | .774 |
| 1875. | 3,170,234 | 52 | 164,950,861 | 3,922,798 | 2.378 | 1.824 | .554 |
| 1876. | 3,119,923 | 56 | 175,510,501 | 3,661,148 | 2.090 | 1.515 | .575 |
| 1877. | 2,742,295 | 50 | 138,116,618 | 3,203,200 | 2.319 | 1.647 | .672 |
| 1878. | 2,746,032 | 49 | 133,702,021 | 3,057,393 | 2.287 | 1.276 | 1.012 |
| 1879. | 2,822,121 | 50 | 141,162,317 | 3,188,003 | 2.223 | 1.174 | 1.049 |
| 1880. | 3,313,485 | 53 | 176,148,767 | 3,761,008 | 2.135 | 1.086 | 1.049 |
| 1881. | 3,682,006 | 56½ | 207,953,215 | 4,134,788 | 1.988 | 1.120 | .868 |
| 1882. | 4,118,832 | 55 | 227,098,958 | 4,897,185 | 2.157 | 1.166 | .991 |

It is a noteworthy fact (see Table A, two right hand columns) that in not one single year of the thirteen have the dividends exceeded the earnings, from transportation, applicable thereto.

The freight statistics (Table B) show a slight increase—31,030 tons—in freight moved, and a trifling improvement in the average rate per ton per mile—cent 0.628 in 1882 against cent 0.617 in 1881—but the average distance hauled was but 205.8 miles against 220.6 miles in 1881. This resulted in a decrease of \$637.410 (5 per cent.) in earnings,

A gratifying feature of the freight business this year is the proximity to an equality in tonnage east-bound (54 per cent.) and west-bound (46 per cent.)

These percentages in 1878 were respectively 74 and 26; since then a steady and rapid improvement in west-bound freight has brought it up to nearly one-half the entire movement

The earnings of the passenger trains, from passengers, mails and express, show an increase in 1882 of \$847,019, which is 16.41 per cent. The remarkable increase of the passenger traffic can best be shown by the subjoined figures, giving the earnings of passenger trains.

| | |
|------------------------------|-------------|
| 1882 | \$6,008,370 |
| 1881 | 5,161,351 |
| 1880 | 4,541,901 |
| 1876 (Centennial year) | 4,428,448 |

The movement of both freight (9,195,538 tons) and passengers (4,118,832) in 1882 was the heaviest in the history of the Company, notwithstanding the partial failure of the crops in 1881.

OPERATING EXPENSES.

Notwithstanding the fact that the exceptionally heavy passenger business required an increase of passenger train mileage of 327,027 miles, about eleven per cent., operating expenses show a decrease of \$220,621.

There were laid in the track, in 1882, 11,216 tons steel rails, against 10,765 tons in 1881. Not a single accident to either passenger or freight train this winter can be charged to a broken rail. The road and equipment have been maintained at their usual high standard, and the entire cost thereof charged to operating expenses. The expenses, including taxes, were 60.67 per cent. of the earnings, against 62.76 per cent in 1881.

CONCLUSION.

The earnings for the past year show a steady recovery from the depressing influence of the struggle between the Trunk Lines, and indicate a healthful growth of business. The development and prosperity of the country keeps pace with, if it does not exceed, the facilities afforded by the opening of new routes. The earnings for the first quarter of 1883 are so much larger than for the corresponding period of 1882, that a much more favorable report is anticipated for the coming year.

WILLIAM H. VANDERBILT,
President.

CLEVELAND, O., May 2, 1883.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

| EARNINGS. | Per Cent. | 1882. | 1881. | Per Cent. |
|---|-----------------------------|-----------------|-----------------|-----------------------------|
| From Freight..... | 65.97 | \$12,022,576.60 | \$12,650,957.24 | 70.45 |
| " Passengers..... | 26.87 | 4,897,185.45 | 4,134,788.75 | 23.01 |
| " Express..... | 2.18 | 397,944.34 | 327,146.28 | 1.82 |
| " Mails..... | 3.91 | 713,240.91 | 699,416.54 | 3.89 |
| " Rents..... | .66 | 119,513.86 | 91,391.72 | .51 |
| " All other sources..... | .41 | 75,177.97 | 58,660.80 | .32 |
| TOTAL | 100. | \$18,225,639.13 | \$17,971,391.33 | 100. |
| OPERATING EXPENSES. | Per Cent of Earnings. | 1882. | 1881. | Per Cent of Earnings. |
| Salaries, general officers and clerks..... | 1.74 | \$ 318,861.05 | \$ 298,926.70 | 1.65 |
| Law expenses..... | .24 | 43,739.68 | 46,121.13 | .26 |
| Stationery and printing..... | .14 | 79,710.72 | 69,460.01 | .39 |
| Outside agencies and advertising..... | 1.32 | 239,795.27 | 250,266.35 | 1.39 |
| Contingencies..... | .17 | 31,027.86 | 35,261.81 | .20 |
| Repairs of bridges [inc. culverts and cattle guards]..... | .66 | 120,611.75 | 139,607.65 | .78 |
| Repairs buildings and fixtures..... | 1.74 | 317,282.33 | 313,470.76 | 1.74 |
| Repairs fences, road crossings and signs..... | .33 | 60,082.82 | 63,604.90 | .36 |
| Rail renewals..... | 2.14 | 444,498.72 | 414,261.44 | 2.31 |
| Tie renewals..... | 2.35 | 428,561.80 | 288,258.72 | 1.60 |
| Repairs roadway and track..... | 5.23 | 952,750.87 | 963,303.12 | 5.36 |
| Repairs locomotives..... | 3.59 | 654,874.01 | 698,705.33 | 3.89 |
| Fuel for locomotives..... | 5.76 | 1,050,627.94 | 1,225,607.87 | 6.82 |
| Water supply..... | .30 | 53,937.92 | 68,078.49 | .38 |
| Oil and waste..... | .67 | 122,179.90 | 122,850.48 | .68 |
| Locomotive service..... | 5.09 | 928,034.80 | 981,024.46 | 5.46 |
| Repairs passenger cars..... | 1.20 | 217,850.38 | 220,363.85 | 1.23 |
| Passenger train service..... | 1.11 | 201,491.36 | 179,990.48 | 1.00 |
| Passenger train supplies..... | .13 | 23,729.51 | 23,774.43 | .13 |
| Repairs freight cars..... | 3.73 | 680,080.86 | 677,468.29 | 3.77 |
| Freight train service..... | 2.89 | 526,686.14 | 580,876.16 | 3.23 |
| Freight train supplies..... | .03 | 5,252.18 | 15,665.70 | .09 |
| Telegraph expenses [maintaining and operating]..... | 1.40 | 255,185.23 | 243,837.83 | 1.36 |
| Damage and loss to freight and baggage..... | .36 | 65,190.78 | 49,721.00 | .28 |
| Damage to property [including cattle]..... | .11 | 20,529.64 | 38,961.60 | .22 |
| Personal injuries..... | .24 | 44,542.85 | 20,573.75 | .12 |
| Agents and station service..... | 11.25 | 2,050,625.98 | 2,099,691.68 | 11.67 |
| Station supplies..... | .45 | 81,205.57 | 80,020.33 | .45 |
| Rents..... | .62 | 113,077.13 | 106,597.13 | .59 |
| Hire of cars [debit balance]..... | 2.31 | 421,930.69 | 489,479.09 | 2.72 |
| TOTAL OPERATING EXPENSES | 57.90 | \$10,553,955.83 | \$10,805,863.51 | 60.13 |
| Taxes..... | 2.77 | 503,851.61 | 472,565.05 | 2.63 |
| TOTAL OPERATING EXPENSES AND TAXES | 60.67 | \$11,057,807.44 | \$11,278,429.19 | 62.76 |
| NET EARNINGS | 39.33 | 7,167,831.60 | 6,692,962.14 | 37.24 |
| | 100. | | | 100. |

INCOME ACCOUNT—1882.

| | |
|---|------------------------|
| Amount to credit Income account, January 1, 1882..... | \$ 4,712,490 31 |
| Gross earnings, 1882..... | 18,225,639 13 |
| Interest and dividends on assets | 98,391 62 |
| TOTAL..... | \$23,036,521 06 |

D E B I T S.

| | |
|---|------------------------|
| Operating expenses and taxes, 1882..... | \$11,057,807 44 |
| Interest on Funded Debt, viz:— | |
| Lake Shore & Michigan Southern..... | \$2,606,275 00 |
| Detroit, Monroe & Toledo..... | 64,680 00 |
| Kalamazoo & White Pigeon..... | 44,000 00 |
| | 2,714,955 00 |
| Rental Leased Roads, viz:— | |
| Erie & Kalamazoo | 30,000 00 |
| Kalamazoo, Allegan & Grand Rapids..... | 103,800 00 |
| Detroit, Hillsdale & South Western—18 months..... | 61,250 00 |
| Jamestown & Franklin—40 per cent. of earnings..... | 64,473 39 |
| Mahoning Coal R. R.—40 per cent. of earnings..... | 97,563 23 |
| | 357,986 62 |
| Dividends guaranteed stock—10 per cent..... | 53,350 00 |
| Dividends ordinary stock, viz:— | |
| May 1, 1882.....No. 25.....2 per cent. | |
| August 1, 1882.....No. 26.....2 per cent. | |
| November 1, 1882.....No. 27.....2 per cent. | |
| February 1, 1883, ..No. 28.....2 per cent. | |
| TOTAL..... | 8 per cent..... |
| | 3,957,820 00 |
| TOTAL DEBITS | \$18,140,519 06 |
| Balance to credit Income account December 31st, 1882..... | 4,896,002 00 |
| An increase of \$183,511.69. | |

CONDENSED BALANCE SHEET—DECEMBER 31, 1882.

ASSETS.

| | | |
|--|-------------------|-----------------|
| Lake Shore & Michigan Southern Railway and Branches..... | 864.87 miles..... | \$66,500,000 00 |
| Equipment—547 Locomotives, 17,085 Cars..... | | 17,169,000 00 |
| | | \$83,669,000 00 |
| Detroit, Monroe & Toledo Railroad..... | 62.36 miles..... | 1,381,600 00 |
| White Pigeon & Kalamazoo Railroad..... | 36.57 "..... | 610,000 00 |
| Northern Central Michigan Railroad..... | 61.14 "..... | 1,357,000 00 |
| Jamestown & Franklin Railroad, 51 miles— | | |
| Advances to December 31, 1882..... | | \$1,118,500 05 |
| First Mortgage Bonds (\$269,000)..... | | 236,300 00 |
| Second Mortgage Bonds (\$482,000)..... | | 449,100 00 |
| Stock (\$400,000)..... | | 320,000 00 |
| | | 2,123,909 05 |
| Chicago & Canada Southern Railway— | | |
| First Mortgage Bonds..... | \$1,732,500 00 } | |
| Stock..... | 1,384,700 00 } | 660,000 00 |

STOCKS.

| | | |
|--|----------------------------|--------------|
| Lake Shore & Michigan Southern Railway (2,682 shares)..... | | 268,200 00 |
| Detroit, Monroe & Toledo Railroad (4,140 shares, entire issue except 1 share)..... | | 414,110 00 |
| Cincinnati, Wabash & Michigan Railway (\$408,463.89)..... | | 437,000 00 |
| Pittsburgh & Lake Erie Railroad..... | | 200,000 00 |
| Capital advanced to Co-operative Despatch Lines..... | | 27,824 05 |
| Merchants' Despatch Transportation Company..... | | 319,443 58 |
| Erie & Western Transportation Company..... | | 45,500 00 |
| New York, Chicago & St. Louis Railway..... | \$14,050,000 00 Preferred) | 6,527,000 00 |
| | \$12,480,000 00 Common) | |

BONDS.

| | | |
|--|---------|-------------------------|
| \$400,000—Lake Shore & Tuscarawas Valley—1st Mortgage..... | 7s..... | \$400,000 00 |
| 446,000—Mahoning Coal Railroad—1st Mortgage..... | 7s..... | 401,538 39 |
| 187,000—Grand Rapids, N. & L. S. R. R.—1st Mortgage..... | 8s..... | 130,980 00 |
| 6,500—Grand Rapids, N. & L. S. R. R., Second Division—1st Mortgage, 7s..... | | 5,200 00 |
| 58,000—Kalamazoo & White Pigeon Railroad—1st Mortgage..... | 7s..... | 52,200 00 |
| 23,000—Holliday Coal Company..... | 7s..... | 23,000 00 |
| 144,000—Cleveland, Tuscarawas Valley & Wheeling, (and \$5,850 stock) 7s..... | | 144,000 00 |
| Pacific Hotel Company, Chicago—Bonds and Stock..... | | 1,156,918 39 |
| Cash..... | | 428,212 50 |
| Uncollected Earnings (collected since January 1st)..... | | 534,274 95 |
| General Office property and other real estate..... | | 604,311 89 |
| Supplies—rails, fuel, etc..... | | 365,779 61 |
| Valley Railway, Cleveland—advances..... | | 1,355,155 48 |
| | | 276,446 03 |
| | | \$102,761,684 13 |

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY.

LIABILITIES.

| | |
|--|-----------------|
| Capital Stock (\$533,500 ten per cent guaranteed)..... | \$50,000,000 00 |
|--|-----------------|

Funded Debt (detailed table elsewhere)—

| | | |
|--|-----------------------|---------------|
| Lake Shore & Michigan Southern Railway | 864.67 miles..... | 43,192,000 00 |
| Detroit, Monroe & Toledo Railroad..... | 62.36 " | 924,000 00 |
| White Pigeon & Kalamazoo Railroad..... | 36.57 " | 600,000 00 |

| | |
|---|--------------|
| December Liabilities, including \$1,200,000.00 for new equipment..... | 2,133,677 13 |
|---|--------------|

| | |
|---------------------------------------|--------------|
| Dividend paid February 1st, 1883..... | 1,016,005 00 |
|---------------------------------------|--------------|

NOTE.—All fixed charges due January 1st, 1883 were provided for December 31st, and included in fixed charges of 1882.

| | |
|--|--------------|
| Income, or Profit and Loss Account | 4,896,002 00 |
|--|--------------|

\$102,761,684 13

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

EARNINGS AND EXPENSES IN DETAIL, 1882.

| EARNINGS. | Per Cent. | January. | February. | March. | April. | May. |
|--|---------------|--------------|--------------|--------------|--------------|--------------|
| From Freight..... | 65.97 | 949,570.66 | 808,828.19 | 865,407.72 | 860,851.63 | 837,366.26 |
| " Passengers..... | 26.87 | 291,458.44 | 306,327.82 | 388,300.75 | 380,899.86 | 409,213.48 |
| " Express..... | 2.18 | 22,840.11 | 25,158.53 | 32,600.89 | 34,741.39 | 30,745.40 |
| " Mails..... | 3.91 | 52,360.00 | 52,140.00 | 59,580.40 | 55,651.55 | 55,689.88 |
| " Rents..... | 0.66 | 9,476.41 | 8,359.05 | 10,800.64 | 9,686.36 | 5,375.86 |
| " All other sources..... | 0.41 | 4,485.06 | 7,084.70 | 4,965.99 | 4,620.15 | 4,347.74 |
| | 100.00 | 1,330,190.68 | 1,207,893.29 | 1,361,656.39 | 1,346,450.94 | 1,342,738.62 |
| EXPENSES. | | | | | | |
| Salaries, gen'l officers and clerks..... | 2.88 | 26,445.39 | 26,291.94 | 26,228.59 | 26,274.90 | 26,410.86 |
| Law expenses..... | .40 | 3,306.28 | 1,542.29 | 10,244.45 | 1,661.79 | 2,578.05 |
| Stationery and printing..... | .72 | 7,283.34 | 6,551.36 | 7,000.60 | 4,316.34 | 7,395.73 |
| Outside agencies and advertising..... | 2.17 | 19,191.55 | 20,429.97 | 18,797.51 | 19,288.52 | 18,504.99 |
| Contingencies..... | .28 | 2,643.82 | 1,281.03 | 1,919.29 | 1,959.59 | 4,556.16 |
| Rep's bridges (including culverts and cattle guard)..... | 1.09 | 9,016.44 | 8,994.16 | 5,026.38 | 8,968.39 | 6,085.89 |
| Repairs buildings and fixtures..... | 2.87 | 28,271.77 | 23,550.72 | 25,321.73 | 48,269.15 | 18,577.89 |
| Rep's fences, road cross'gs & signs..... | .54 | 4,255.43 | 4,102.94 | 3,561.29 | 7,077.28 | 4,063.31 |
| Rail renewals..... | 4.02 | | | | | |
| Tie renewals..... | 3.88 | 58,203.69 | 51,994.63 | 40,782.66 | 77,200.19 | 46,429.25 |
| Repairs roadway and track..... | 8.62 | 63,219.43 | 76,151.55 | 69,469.37 | 84,237.24 | 79,561.14 |
| Repairs locomotives..... | 5.92 | 61,774.22 | 51,476.55 | 61,677.74 | 57,867.16 | 62,479.12 |
| Fuel for locomotives..... | 9.50 | 100,204.57 | 80,002.42 | 85,375.50 | 81,961.79 | 80,699.84 |
| Water supply..... | .49 | 4,931.02 | 5,705.73 | 5,213.36 | 5,754.13 | 5,021.73 |
| Oil and waste..... | 1.10 | 9,886.10 | 10,665.13 | 10,685.84 | 7,847.50 | 7,611.21 |
| Locomotive service..... | 8.39 | 87,697.03 | 70,466.84 | 77,270.79 | 73,858.26 | 73,488.00 |
| Repairs passenger cars..... | 1.97 | 24,883.57 | 18,459.77 | 15,841.73 | 15,045.01 | 21,170.03 |
| Passenger train service..... | 1.82 | 16,400.20 | 15,310.95 | 16,137.46 | 16,365.05 | 16,668.32 |
| Passenger train supplies..... | .22 | 2,247.07 | 4,015.93 | 1,936.45 | 2,297.32 | 1,309.94 |
| Repairs freight cars..... | 6.15 | 63,935.40 | 49,866.59 | 69,583.38 | 52,572.30 | 53,080.20 |
| Freight train service..... | 4.76 | 53,254.90 | 42,755.07 | 42,256.12 | 41,125.32 | 37,394.95 |
| Freight train supplies..... | .05 | 536.66 | 427.51 | 505.70 | 108.86 | 295.20 |
| Telegraph exp.(maint'g & operat'g)..... | 2.31 | 20,730.66 | 21,523.26 | 21,073.16 | 21,458.46 | 21,236.02 |
| Damage & loss to freight. & baggage..... | .59 | 5,775.57 | 4,181.33 | 4,798.71 | 4,098.82 | 5,730.85 |
| Damage to property, incl. cattle..... | .19 | 1,880.97 | 1,166.48 | 1,042.18 | 361.85 | 1,228.94 |
| Personal injuries..... | .40 | 172.92 | 1,690.00 | 1,867.72 | 1,192.00 | 3,087.00 |
| Agents and station service..... | 18.54 | 186,391.04 | 169,625.56 | 174,478.31 | 171,325.21 | 167,735.81 |
| Station supplies..... | .73 | 9,591.23 | 9,922.74 | 5,936.30 | 6,257.85 | 4,929.90 |
| Rents payable..... | 1.02 | 10,922.79 | 9,934.63 | 13,729.90 | 1,832.28 | 13,134.29 |
| Hire of cars (debit balance)..... | 3.82 | 45,087.28 | 29,052.91 | 32,977.58 | 36,527.19 | 26,825.30 |
| Total operating expenses..... | 95.44 | 928,140.34 | 817,019.99 | 851,624.80 | 877,107.34 | 818,135.01 |
| Taxes..... | 4.56 | 41,987.63 | 41,987.63 | 41,987.63 | 41,987.63 | 41,987.63 |
| Total Operating Expenses & Taxes..... | 100.00 | 970,127.97 | 859,037.62 | 893,612.43 | 919,094.97 | 860,122.64 |
| Net Earnings..... | | 360,062.71 | 348,855.67 | 468,043.96 | 427,355.97 | 482,615.98 |
| FIXED CHARGES..... | | 250,000.00 | 250,000.00 | 250,000.00 | 250,000.00 | 250,000.00 |
| BALANCE..... | | 110,062.71 | 98,855.67 | 218,043.96 | 177,355.97 | 232,615.98 |

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

EARNINGS AND EXPENSES IN DETAIL, 1882.

| June. | July. | August. | September. | October. | November. | December. | TOTAL. |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| 800,701.97 | 863,618.52 | 1,054,762.35 | 1,156,499.67 | 1,301,041.18 | 1,285,264.99 | 1,238,623.46 | 12,022,576.60 |
| 417,628.25 | 435,369.82 | 484,165.79 | 535,361.61 | 489,657.04 | 397,285.33 | 361,517.26 | 4,897,185.45 |
| 28,567.48 | 26,022.04 | 31,285.16 | 42,426.93 | 43,215.74 | 42,617.87 | 37,727.80 | 397,941.34 |
| 103,868.47 | 55,010.88 | 55,664.88 | 53,561.06 | 55,556.99 | 55,662.46 | 57,864.34 | 713,240.91 |
| 9,230.57 | 11,463.10 | 7,207.39 | 6,818.08 | 11,449.88 | 17,029.78 | 13,011.74 | 119,513.86 |
| 3,794.28 | 9,656.77 | 9,338.89 | 8,972.83 | 7,215.60 | 7,121.17 | 3,574.79 | 75,177.97 |
| 1,363,791.02 | 1,401,376.13 | 1,642,424.46 | 1,803,640.18 | 1,908,176.43 | 1,804,981.60 | 1,712,319.39 | 18,225,639.13 |
| 26,902.88 | 26,370.15 | 20,123.42 | 26,544.09 | 26,947.77 | 27,207.72 | 27,113.34 | 318,801.05 |
| 4,075.67 | 5,893.04 | 1,167.54 | 4,500.48 | 1,717.68 | 1,720.96 | 5,381.45 | 43,739.68 |
| 6,211.00 | 6,439.21 | 5,659.02 | 6,300.14 | 7,981.22 | 6,090.73 | 7,602.03 | 79,710.72 |
| 19,999.55 | 18,773.96 | 19,771.55 | 19,348.62 | 21,920.09 | 22,146.62 | 21,622.34 | 239,795.27 |
| 3,368.65 | 2,917.36 | 1,751.14 | 2,375.01 | 3,292.44 | 2,073.97 | 2,889.40 | 31,027.86 |
| 16,264.05 | 16,938.33 | 18,786.80 | 11,648.45 | 9,920.11 | 6,109.45 | 7,953.30 | 120,611.75 |
| 38,193.56 | 27,389.38 | 23,719.75 | 20,580.73 | 31,629.40 | 15,144.89 | 16,633.36 | 317,282.33 |
| 5,079.49 | 9,562.55 | 5,687.77 | 3,740.36 | 6,408.22 | 3,897.92 | 2,651.26 | 60,082.82 |
| ----- | 70,000.00 | 70,000.00 | 70,000.00 | 85,000.00 | 85,000.00 | 64,498.72 | 444,498.72 |
| 48,433.97 | 23,242.86 | 17,130.75 | 18,716.48 | 18,955.39 | 17,457.70 | 15,014.32 | 428,561.89 |
| 77,368.90 | 91,978.48 | 86,974.91 | 94,710.98 | 90,907.13 | 63,810.47 | 69,361.27 | 952,750.87 |
| 51,056.49 | 49,963.95 | 47,361.65 | 56,142.26 | 52,696.99 | 48,764.74 | 53,613.14 | 654,874.01 |
| 79,099.18 | 80,238.39 | 86,171.65 | 87,163.06 | 92,046.86 | 94,180.18 | 103,484.50 | 1,050,627.94 |
| 3,841.05 | 3,297.11 | 3,180.23 | 5,707.32 | 3,322.84 | 4,020.36 | 3,943.04 | 53,937.92 |
| 6,793.56 | 8,178.40 | 10,894.73 | 11,125.08 | 12,448.68 | 11,938.68 | 14,104.90 | 122,179.99 |
| 71,471.00 | 70,141.95 | 74,911.34 | 76,950.70 | 79,870.65 | 79,754.28 | 92,208.96 | 928,034.80 |
| 15,653.32 | 17,988.61 | 4,164.45 | 15,422.02 | 21,142.85 | 25,756.74 | 22,322.28 | 217,850.38 |
| 16,719.12 | 16,747.92 | 15,740.46 | 19,222.33 | 17,092.71 | 17,494.57 | 17,502.27 | 201,491.36 |
| 1,054.78 | 1,056.10 | 1,161.18 | 1,110.18 | 1,468.70 | 1,340.90 | 4,730.96 | 23,729.51 |
| 51,324.09 | 47,979.14 | 68,308.12 | 53,480.40 | 41,146.67 | 62,229.60 | 66,589.88 | 680,080.86 |
| 38,133.73 | 38,275.23 | 42,625.16 | 43,235.50 | 45,726.12 | 47,178.78 | 51,725.26 | 526,686.14 |
| 387.33 | 193.13 | 411.40 | 210.06 | 507.20 | 648.56 | 1,021.07 | 5,252.18 |
| 21,044.08 | 21,258.86 | 21,064.67 | 21,288.80 | 21,572.10 | 21,399.01 | 21,536.15 | 255,185.23 |
| 3,908.57 | 3,325.30 | 234.79 | 22,072.78 | 4,764.58 | 3,460.48 | 1,939.00 | 65,190.78 |
| 224.89 | 1,028.31 | 6,415.70 | 2,649.19 | 2,540.72 | 407.63 | 1,584.78 | 20,529.64 |
| 221.00 | 174.61 | 3,300.00 | 6,493.94 | 6,049.71 | 12,959.60 | 6,434.35 | 44,542.85 |
| 163,266.17 | 159,643.62 | 158,119.39 | 171,197.41 | 176,103.41 | 173,022.60 | 179,717.45 | 2,050,625.98 |
| 2,926.95 | 2,934.14 | 3,445.80 | 7,710.14 | 12,236.60 | 5,816.38 | 9,497.54 | 81,205.57 |
| 11,732.83 | 4,967.44 | 4,994.24 | 17,620.90 | 6,247.49 | 5,190.79 | 12,769.55 | 113,077.13 |
| 30,907.02 | 35,041.02 | 39,064.50 | 34,454.51 | 35,679.71 | 36,525.65 | 39,788.02 | 421,930.69 |
| 815,692.88 | 861,933.55 | 863,312.11 | 932,621.92 | 932,289.04 | 907,749.96 | 948,268.89 | 10,553,955.88 |
| 41,987.63 | 41,987.63 | 41,987.63 | 41,987.63 | 41,987.63 | 41,987.63 | 41,987.68 | 503,851.61 |
| 857,680.51 | 903,921.18 | 905,329.74 | 974,609.55 | 974,276.67 | 949,737.59 | 990,256.57 | 11,057,807.44 |
| 506,110.51 | 497,454.95 | 737,094.72 | 829,030.63 | 933,899.76 | 855,244.01 | 722,062.82 | 7,167,831.69 |
| 266,949.88 | 250,000.00 | 250,000.00 | 250,000.00 | 250,000.00 | 250,000.00 | 260,050.12 | 3,027,000.00 |
| 239,160.63 | 247,454.95 | 487,094.72 | 579,030.63 | 683,899.76 | 605,244.01 | 462,012.70 | 4,140,831.69 |

DETAILED STATEMENT

OF THE

Funded Debt of the Lake Shore & Michigan Southern Railway Company

AFTER DEDUCTING \$3,000,000 BONDS IN THE SINKING FUND,

DECEMBER 31, 1882.

| Date of Issue. | Name and Character. | Miles included in Mortgage. | When Due. | Amount Outstanding. | Rate of Interest and When Payable. | Annual Interest. |
|----------------|--|-----------------------------|---------------|---------------------|---|------------------|
| July 1, 1870 | Lake Shore & Mich. South.—Consolidated 1st Mortgage Sinking Fund. | 864 | July 1, 1900 | \$ 8,056,000 | 7½ Reg'd Jan., Apr., July and Oct. Coupon Jan. and July | \$626,920 |
| April 1, 1889 | Lake Shore Railway—Dividend Bonds. | 258 | April 1, 1899 | 1,356,000 | 7 April and October | 94,920 |
| Oct. 1, 1887 | Cleveland, Painesville & Ashtabula—Third Mortgage. | 95 | Oct. 1, 1892 | 920,000 | 7 April and October | 64,400 |
| May 1, 1855 | Michigan Southern & Northern Indiana—First Mortgage. | 451 | May 1, 1885 | 5,240,000 | 7 May and November | 366,800 |
| July 1, 1855 | Cleveland & Toledo—First Mortgage. | 162 | July 1, 1885 | 1,593,000 | 7 January and July | 111,650 |
| April 1, 1866 | Cleveland & Toledo—Second Mortgage. | 162 | April 1, 1886 | 819,000 | 7 April and October | 59,430 |
| Sept. 1, 1866 | Buffalo & State Line—Mortgage. | 88 | Sept. 1, 1886 | 300,000 | 7 March and September | 21,000 |
| April 1, 1868 | Buffalo & Erie—Mortgage. | 88 | April 1, 1898 | 2,781,000 | 7 April and October | 194,880 |
| | Total amount outstanding of the 1st General Mortgage of \$25,000,000. | | | \$22,000,000 | | |
| Dec. 1, 1873 | Lake Shore and Mich. South.—Consolidated Second General Mortgage | 864 | Dec. 1, 1903 | 21,192,000 | 7 June and December | 1,483,440 |
| | TOTAL FUNDED DEBT—LAKE SHORE & MICHIGAN SOUTHERN RAILWAY COMPANY PROPER. | | | \$13,192,000 | All 7½. | \$3,023,440 |

DEBT OF PROPRIETARY ROADS [OWNED WHOLLY BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.]

| Date of Issue. | Name and Character. | Miles included in Mort-gage. | When Due. | Amount Outstand-ing. | Rate of Interest and When Payable. | Annual Interest. |
|----------------|---|------------------------------|--------------|----------------------|------------------------------------|------------------|
| Aug. 1, 1876 | Detroit, Monroe & Toledo—First Mortgage [guaranteed by L.S. & M.S.] | 62 | Aug. 1, 1906 | \$924,000 | 7½ February and August,-- | \$64,680 |
| Sept. 1, 1889 | Kalamazoo & White Pigeon—First Mortgage. | 37 | Jan. 1, 1880 | 400,000 | 7 January and July ----- | 28,000 |
| Oct. 1, 1887 | Schoolcraft & Three Rivers—First Mortgage. | 12 | July 1, 1887 | 100,000 | 8 January and July----- | 8,000 |
| Oct. 1, 1887 | Kalamazoo & Schoolcraft—First Mortgage. | 13 | July 1, 1887 | 100,000 | 8 January and July----- | 8,000 |
| | | | | | | \$108,680 |

DEBT OF LEASED ROADS [INTEREST PAID BY LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO. ON ACCOUNT OF RENTAL].

| Date of Issue. | Name and Character. | Miles included in Mortgage. | When Due. | Amount Outstanding. | Rate of Interest and When Payable. | Annual Interest. |
|----------------|---|-----------------------------|----------------|---------------------|------------------------------------|------------------|
| June 1, 1868 | Kalamazoo, Allegan & Grand Rapids—First Mortgage..... | 58 | July 1, 1888 | \$40,000 | 8% January and July..... | \$67,200 |
| July 1, 1868 | Jamestown & Franklin—First Mortgage..... | 51 | Differ't dates | 352,000 | 7 January and July..... | 24,610 |
| June 1, 1869 | Jamestown & Franklin—Second Mortgage..... | 51 | June 1, 1894 | 500,000 | 7 December and June..... | 35,000 |

Debt of Mahoning Coal Railroad [Leased by L. S. & M. S. Ry for 40 per cent of earnings].
Jan. 1, 1872, First Mortgage \$1,500,000. Due Jan. 1, 1902, 7 per cent Jan. and July.

MILEAGE STATISTICS—THIRTEEN YEARS.

| YEAR. | Miles Road Operated. | Earnings per Mile. | Expenses per Mile, including Taxes. | Net Earnings per Mile. | Freight Train Mileage. | Average Freight Train Load. [Tons.] | Freight Train Earnings per Mile. | Freight Train Ex- penses per Mile. | Freight Train Profit per Mile. | Passenger Train Mileage. | Average No. of Paying Passenger Train. | Passenger Train Earnings per Mile. | Passenger Train Expenses per Mile. | Passenger Train Profit per Mile. |
|-------------|----------------------------|-----------------------|--|------------------------------|------------------------------|---|---|--|---|--------------------------------|--|---|---|---|
| 1870 | 1,013.0 | \$13,336 | \$8,261 | \$5,075 | 4,306,110 | 137.3 | \$2,03.11 | \$1.25.82 | \$0.77.29 | 2,320,477 | 69.2 | \$1.97.28 | \$1.22.21 | \$0.75.07 |
| 1871 | 1,073.8 | 13,872 | 9,106 | 4,766 | 5,655,898 | 133.5 | 1.82.71 | 1.19.93 | 0.62.78 | 2,307,514 | 60.5 | 1.86.07 | 1.22.13 | 0.63.94 |
| 1872 | 1,138.5 | 16,682 | 11,177 | 5,505 | 7,121,795 | 134.0 | 1.80.08 | 1.20.47 | 0.59.61 | 2,640,344 | 61.5 | 1.78.69 | 1.19.54 | 0.59.15 |
| 1873 | 1,154.0 | 16,824 | 11,928 | 4,896 | 8,029,320 | 136.0 | 1.76.82 | 1.25.36 | 0.51.46 | 2,952,823 | 60.8 | 1.72.43 | 1.22.25 | 0.50.18 |
| 1874 | 1,177.6 | 14,592 | 9,491 | 5,101 | 6,490,510 | 159.4 | 1.83.62 | 1.19.42 | 0.64.20 | 2,520,574 | 68.7 | 2.02.21 | 1.31.51 | 0.70.70 |
| 1875 | 1,177.6 | 12,284 | 8,963 | 3,321 | 5,798,617 | 168.0 | 1.66.23 | 1.21.28 | 0.44.95 | 2,743,617 | 60.1 | 1.70.12 | 1.24.11 | 0.46.01 |
| 1876 | 1,177.6 | 11,851 | 8,135 | 3,716 | 6,324,738 | 185.0 | 1.48.71 | 1.02.06 | 0.46.65 | 2,610,515 | 67.2 | 1.69.64 | 1.16.44 | 0.53.20 |
| 1877 | 1,177.6 | 11,484 | 7,922 | 3,862 | 5,674,685 | 196.2 | 1.66.99 | 1.10.83 | 0.56.16 | 2,363,504 | 58.4 | 1.65.34 | 1.09.73 | 0.55.61 |
| 1878 | 1,177.6 | 11,877 | 7,210 | 4,667 | 6,470,848 | 213.1 | 1.55.21 | 1.01.50 | 0.53.71 | 2,296,194 | 58.2 | 1.71.19 | 0.85.00 | 0.86.19 |
| 1879 | 1,177.6 | 12,975 | 7,591 | 5,884 | 7,506,016 | 237.1 | 1.53.89 | 0.91.09 | 0.61.99 | 2,234,304 | 63.2 | 1.72.63 | 0.91.00 | 0.81.63 |
| 1880 | 1,177.6 | 15,922 | 8,846 | 7,076 | 7,481,489 | 252.4 | 1.88.16 | 1.07.67 | 0.80.49 | 2,549,081 | 69.1 | 1.78.18 | 0.92.29 | 0.85.89 |
| 1881 | 1,177.6 | 15,261 | 9,577 | 5,684 | 7,704,600 | 271.1 | 1.64.31 | 1.08.74 | 0.55.57 | 2,910,400 | 72.9 | 1.77.34 | 0.99.66 | 0.77.68 |
| 1882 | 1,274.0 | 14,306 | 8,679 | 5,627 | 7,269,723 | 269.3 | 1.65.38 | 1.07.43 | 0.57.95 | 3,237,427 | 72.2 | 1.85.59 | 1.00.32 | 0.85.27 |

CHIEF ENGINEER'S DEPARTMENT.

General Summary of Operations, 1882.

REPAIRS AND RENEWALS.

[Included in Operating Expenses.]

| | | |
|--|------------------|---------------|
| New Steel Rail laid..... | 11,216 tons..... | 109.81 miles. |
| Repaired Iron Rail laid..... | 2,479 tons..... | 26.29 miles. |
| Total..... | 13,695 tons..... | 136.10 miles. |
| Cross-ties renewed, 663,905, equal to..... | | 237.11 miles. |
| Fence built [board]..... | | 22.36 miles. |
| " " [wire]..... | | 39.75 miles. |
| Track ballasted with Gravel and Cinders..... | | 203.15 miles. |

FUEL CONSUMED.

| | |
|---------------------------------------|------------------|
| Wood, 22,375 cords, average cost..... | \$3.02 per cord. |
| Coal, 427,415 tons, average cost..... | 2.30 per ton. |

CHIEF ENGINEER'S TABLE OF ROAD OPERATED

—BY THE—

Lake Shore & Michigan Southern Railway Company.

JANUARY 1, 1883.

MAIN LINE.

| | MILES. |
|---|--------|
| Buffalo to Erie..... | 88.00 |
| Erie to Cleveland..... | 95.50 |
| Cleveland to west end Toledo Bridge, via Norwalk..... | 111.77 |
| West end Toledo Bridge to Toledo..... | 1.10 |
| Toledo to Chicago, via Adrian..... | 244.12 |
| | 540.49 |

BRANCHES OF THE L. S. & M. S. RAILWAY.

| | |
|--|--------|
| Elyria Junction to Milbury Junction, via Sandusky..... | 72.95 |
| Sandusky Pier, from Junction to Old Depot..... | 3.72 |
| Air Line Junction to Elkhart..... | 130.83 |
| Lenawee Junction to Jackson..... | 41.98 |
| Lenawee Junction to Monroe..... | 29.37 |
| Palmyra to Adrian..... | 5.72 |
| Ashtabula to Ashtabula Harbor..... | 2.33 |
| Ashtabula to Jamestown..... | 35.98 |
| Junction with D. A. V. & Pitts. R. R. at Dunkirk..... | 1.50 |
| | 324.38 |

PROPRIETARY ROADS [OWNED WHOLLY BY THIS COMPANY.]

| | |
|-------------------------------------|--------|
| Detroit, Monroe & Toledo Railroad— | |
| Air Line Junction to Detroit..... | 62.36 |
| Kalamazoo & White Pigeon Railroad— | |
| White Pigeon to Kalamazoo..... | 36.57 |
| Northern Central Michigan Railroad— | |
| Jonesville to North Lansing..... | 61.14 |
| | 160.07 |

ROADS OPERATED UNDER LEASE.

| | |
|--|--------------|
| Kalamazoo, Allegan & Grand Rapids Railroad, [rental \$103,800 per year]— | |
| Kalamazoo to Grand Rapids..... | 58.42 |
| Jamestown & Franklin Railroad, [40 per cent. of gross earnings]— | |
| Jamestown to Oil City..... | 50.91 |
| Mahoning Coal Railroad, [40 per cent. of gross earnings]— | |
| Andover to Youngstown..... | 38.31 miles. |
| Branch to No. 9 Coal Bank..... | 2.85 miles. |
| Coalburg to New York, O..... | 0.99 miles. |
| Branch to Keel Ridge Coal Bank..... | 0.73 miles. |
| Branch to Garfield Coal Bank..... | 0.17 miles. |
| | 43.05 |
| Detroit, Hillsdale & South Western [rental \$41,000 per year]..... | 64.80 |
| Ft. Wayne and Jackson, [rental \$126,027.88 per year]..... | 97.42 |
| | 314.60 |

LENGTH OF ROAD OPERATED.....

1,339.54

SECOND TRACK.

| | |
|---|--------|
| Between Buffalo and Erie..... | 88.00 |
| Between Erie and Cleveland..... | 95.50 |
| Between Cleveland and west end Toledo Bridge..... | 49.90 |
| West end Toledo Bridge to Toledo..... | 1.10 |
| Toledo to Air Line Junction..... | 2.59 |
| Between Elkhart and Chicago..... | 29.15 |
| | 266.24 |

SIDE TRACKS.

| | |
|---------------------------------|--------|
| Buffalo Division..... | 55.75 |
| Erie Division..... | 82.99 |
| Toledo Division..... | 105.73 |
| Franklin Division..... | 31.72 |
| Youngstown Division..... | 9.69 |
| Michigan Southern Division..... | 250.72 |
| | 536.60 |

| | | |
|----------------------------------|--------------|----------|
| TOTAL MILES OF SINGLE TRACK..... | { Steel..... | 1,361.49 |
| | { Iron..... | 780.89 |
| | | 2,142.38 |

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY CO.

TABLE OF TRACKS.

JANUARY 1, 1883.

Showing the Length of same in each State through which the Line passes.

| TRACKS. | STATE. | | | | | | TOTAL. |
|----------------------------------|--------|--------|--------|--------|--------|---------|----------|
| | N. Y. | Penn. | Ohio. | Ind'na | Mich. | Illn's. | |
| Single Track— | | | | | | | |
| Main Line..... | 69.50 | 44.06 | 195.01 | 101.95 | 115.95 | 14.02 | 540.49 |
| Branches..... | 1.50 | 56.17 | 225.43 | 119.08 | 396.87 | ..... | 799.05 |
| LENGTH OF ROAD OPERATED..... | 71.00 | 100.23 | 420.44 | 221.03 | 512.82 | 14.02 | 1339.54 |
| Second Track..... | 69.50 | 44.06 | 123.53 | 21.90 | ..... | 7.25 | 266.24 |
| Sidings..... | 43.40 | 46.81 | 248.14 | 72.77 | 80.91 | 44.57 | 536.60 |
| TOTAL MILES OF SINGLE TRACK..... | 183.90 | 191.10 | 792.11 | 315.70 | 593.73 | 65.84 | 2,142.38 |

RECAPITULATION.

| STATE. | MILES OPERATED. | | | | MILES OF SINGLE TRACK. | | | |
|-------------------|-----------------|----------|----------|----------|------------------------|----------|----------|---------|
| | Main Line. | Br'nches | Total. | Per Cent | Second Track. | Sidings. | Total. | Percent |
| New York..... | 69.50 | 1.50 | 71.00 | 5.30 | 69.50 | 43.40 | 183.90 | 8.58 |
| Pennsylvania..... | 44.06 | 56.17 | 100.23 | 7.48 | 44.06 | 46.81 | 191.10 | 8.92 |
| Ohio..... | 195.01 | 225.43 | 420.44 | 31.39 | 123.53 | 248.14 | 792.11 | 36.07 |
| Indiana..... | 101.95 | 119.08 | 221.03 | 16.50 | 21.90 | 72.77 | 315.70 | 14.74 |
| Michigan..... | 115.95 | 396.87 | 512.82 | 38.28 | ..... | 80.91 | 593.73 | 27.72 |
| Illinois..... | 14.02 | ..... | 14.02 | 1.05 | 7.25 | 44.57 | 65.84 | 3.07 |
| TOTAL..... | 540.49 | 799.05 | 1,339.54 | 100. | 266.24 | 536.60 | 2,142.38 | 100. |

RECAPITULATION OF GRAND DIVISIONS, [EAST AND WEST OF TOLEDO.]

| DIVISIONS. | Main Line. | Branches. | Second Track. | Sidings. | Total. |
|------------------------|------------|-----------|---------------|----------|----------|
| | Miles. | Miles. | Miles. | Miles. | |
| Lake Shore..... | 295.27 | 210.44 | 233.40 | 285.88 | 1,024.99 |
| Michigan Southern..... | 245.22 | 588.61 | 32.84 | 250.72 | 1,117.39 |
| TOTAL..... | 540.49 | 799.05 | 266.24 | 536.60 | 2,142.38 |

CAR DEPARTMENT.

New wheels put under cars in 1882, 11,797; new axles, 1,880.

58 new cars built, and the entire car equipment maintained at a cost of \$217,850.38 for passenger equipment and \$680,080.86 for freight equipment.

Cars Owned by The Lake Shore & Michigan Southern R'y Co.

PASSENGER EQUIPMENT.

| | December 31st. | |
|------------------------------------|----------------|---------|
| | 1882. | 1881. |
| First class passenger cars..... | 120 | 100 |
| Second class and smoking cars..... | 33 | 33 |
| Smoker and baggage cars..... | 9 | 10 |
| Emigrant cars..... | 21 | 21 |
| Railroad postal cars..... | 32 | 29- |
| Baggage cars..... | 61 | 55 |
| Baggage and mail..... | 11 | 10 |
| Paymasters' cars..... | 2 | 2 |
| Total..... | 289. | 260 |

All equipped with Westinghouse air brake.

FREIGHT EQUIPMENT.

| | | |
|---------------------------------|------------|------------|
| Box cars..... | 10,091 | 8,869 |
| Stock cars..... | 1,568 | 1,717 |
| Oil cars..... | 290 | 291 |
| Platform cars..... | 1,970 | 2,061 |
| Coal cars..... | 2,463 | 2,409 |
| Caboose cars..... | 257 | 257 |
| Derrick cars..... | 10 | 10 |
| Dumper cars..... | 147 | 144 |
| Total..... | 16,796 | 15,758 |
| TOTAL CARS—all classes..... | 17,085 | 16,018 |

LOCOMOTIVE DEPARTMENT.

| | 1882. | 1881. |
|--|------------|------------|
| Number of locomotives, coal burners..... | 545 | 527 |
| wood burners..... | 2 | 5 |
| Total..... | 547 | 532 |
| Miles run by locomotives— | | |
| Passenger service..... | 3,306,659 | 2,964,058 |
| Freight service..... | 7,904,081 | 8,297,773 |
| Working train service..... | 369,036 | 528,908 |
| Switching..... | 3,749,614 | 4,089,998 |
| Total..... | 15,329,390 | 15,880,737 |
| Average number miles run per locomotive..... | 28,440 | 29,573 |
| Cost per mile run— | | |
| Repairs..... Cents..... | 4.27 | 4.40 |
| Service" | 6.05 | 6.18 |
| Fuel" | 6.85 | 7.72 |
| Lubricants" | .21 | .25 |
| TOTAL CENTS..... | 17.38 | 18.55 |
| Miles run per ton of coal..... | 35.73 | 33.61 |

GENERAL SUMMARY OF FREIGHT BUSINESS

FOR THE YEAR ENDING DECEMBER 31, 1882.

TONNAGE, EARNINGS, &c., Compared with Last Year.

| 1882. | | | 1881. | | |
|---|------------------------|---------------------------|-------------------------------------|------------------|------------------------|
| TONS. | EARNINGS. | TONS CARRIED ONE MILE. | RATE PER TON PER MILE. Cents. | TONS. | EARNINGS. |
| 4,892,118 | \$1,554,829 55 | 1,020,358,772 | 0.612 | 5,133,057 | \$6,851,181 89 |
| 4,303,420 | 5,324,969 67 | 872,609,452 | 0.610 | 4,030,851 | 5,624,515 70 |
| TOTALS | \$11,195,538 | 1,892,868,224 | 0.628 | 9,164,508 | \$12,475,097 59 |
| Switching, Storage, Elevating, &c. | \$117,153 75 | ..... | ..... | \$154,520 28 | 184,289 65 |
| E. & P. R. R. Freight (Girard & Erie) ... | 25,628 63 | 142,777 38 | ..... | 29,769 37 | ..... |
| TOTAL REVENUE | \$12,022,576 60 | | | | \$12,659,987 24 |

BUSINESS OF THIS YEAR, Compared with Last Year.

| | | |
|---|--------------------------------------|--|
| Decrease of Tonnage—East-bound..... | 241,539 tons—equal to 4.71 per cent. | TONS CARRIED ONE MILE. |
| Increase of Tonnage—West-bound..... | 27,569 tons—equal to 6.76 per cent. | Decrease of Freight Movement—East-bound 137,156 459—equal to 11.85 per cent. |
| Increase of Tonnage—Total | 31,030 tons—equal to 0.34 per cent. | Increase of Freight Movement—West-bound 8,219,215—equal to 0.95 per cent. |
| Decrease of Earnings—East-bound..... | ..... | Decrease of Freight Movement—Total 128,907,244—equal to 6.38 per cent. |
| Decrease of Earnings—West-bound..... | ..... | ..... |
| Decrease of Earnings—Total Freight Movement..... | ..... | \$206,352 34—equal to 4.33 per cent. |
| Decrease of Earnings for Switching, Storage, &c. .... | ..... | 299,516 03—equal to 5.33 per cent. |
| Decrease of Total Revenue..... | ..... | 595,898 37—equal to 4.78 per cent. |
| | | 41,912 27—equal to 22.53 per cent. |
| | | \$637,101 61—equal to 5.03 per cent. |
| Proportions of Freight Movements this Year—East-bound, 53.0 per cent.; West-bound, 46.1 per cent. | | |
| Average haul for each ton carried—East-bound, 108.6 miles; West-bound, 202.8; all freight, 205.8 miles. | | |
| Increase in the average rate—On East-bound, .50 cent (8.4 per cent.); decrease on West-bound, .04 cent (6.3 per cent.) Increase on all freight, .01 cent (1.8 per cent.). | | |
| The decrease of Earnings caused by less freight movement, &c., is about \$836,000; the increase from higher average rate, \$199,000. | | |

COMPARATIVE STATEMENT,
SHOWING
TONNAGE AND PERCENTAGE OF ARTICLES CARRIED IN 1882,
COMPARED WITH 1881.

| ARTICLES. | 1882. | | 1881. | | Increase and Decrease this year. |
|--|-------------|------------------|-------------|------------------|---|
| | Per Ct. | Tons. | Per Ct. | Tons. | |
| Coal | 18.04 | 1,658,872 | 17.37 | 1,592,070 | PER CENT. Increase 4.20 |
| Stone and Lime..... | 3.95 | 363,155 | 3.44 | 315,006 | Increase 15.29 |
| Petroleum..... | 4.34 | 399,082 | 3.36 | 307,672 | Increase 29.71 |
| Pig, bloom and railroad iron..... | 3.90 | 358,215 | 4.74 | 434,019 | Decrease 17.47 |
| Other iron and castings..... | 4.39 | 403,847 | 4.35 | 398,470 | Increase 1.35 |
| Lumber and other forest products..... | 11.21 | 1,031,185 | 11.08 | 1,015,199 | Increase 1.57 |
| Animals..... | 5.57 | 511,748 | 6.15 | 563,555 | Decrease 9.19 |
| Grain..... | 13.09 | 1,203,979 | 16.47 | 1,509,444 | Decrease 20.24 |
| Agricultural products, except grain..... | 3.55 | 326,088 | 4.10 | 375,654 | Decrease 13.19 |
| Flour | 3.51 | 323,252 | 3.79 | 347,865 | Decrease 7.08 |
| Provisions | 2.39 | 220,001 | 2.64 | 242,430 | Decrease 9.25 |
| Manufactures..... | 5.22 | 479,522 | 4.51 | 418,324 | Increase 16.02 |
| Merchandise and other articles..... | 20.84 | 1,916,592 | 18.00 | 1,649,800 | Increase 16.17 |
| TOTAL | 100. | 9,195,588 | 100. | 9,164,508 | Increase 0.34 |

FREIGHT NOT EARNING REVENUE--(Being for use of the Company.)

| | 1882. | 1881. |
|--|------------|------------|
| Tons moved in freight trains one mile..... | 64,812,808 | 66,637,013 |
| Cost per ton per mile..... Cent 0.413 | | Cent 0.414 |
| Amount of cost of this transportation..... \$267,677 | | \$275,877 |

TONNAGE OF ARTICLES CARRIED—THIRTEEN YEARS,

1870 TO 1882, INCLUSIVE.

| Year. | Coal. | Stone and Lime. | | Petroleum. | | Pig, Brass, Iron and Steel. | | Animals. | | Grain. | | Agricultural Products. | | Fruit. | | Provisions. | | Manufactures. | | Merchandise and other Articles. | | Total. | |
|-------------|-----------|-----------------|---------|------------|-----------|-----------------------------|-----------|-----------|---------|---------|---------|------------------------|-----------|-----------|-----------|-------------|-------|---------------|-------|---------------------------------|-------|--------|--|
| | | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | |
| 1870 | 215,997 | 95,521 | 280,959 | 76,012 | 66,778 | 334,581 | 276,531 | 451,431 | 149,031 | 252,163 | 132,645 | 199,547 | 467,529 | 2,978,725 | | | | | | | | | |
| 1871 | 241,994 | 118,586 | 380,203 | 66,465 | 92,530 | 363,068 | 319,721 | 753,197 | 219,040 | 256,146 | 204,934 | 208,465 | 500,176 | 3,784,525 | | | | | | | | | |
| 1872 | 331,819 | 142,296 | 368,113 | 91,475 | 90,803 | 458,859 | 421,644 | 931,902 | 167,496 | 231,460 | 233,915 | 194,797 | 773,123 | 4,443,092 | | | | | | | | | |
| 1873 | 518,643 | 161,949 | 635,040 | 68,121 | 99,413 | 530,083 | 480,623 | 816,267 | 282,687 | 272,677 | 279,044 | 182,091 | 893,125 | 5,176,681 | | | | | | | | | |
| 1874 | 662,329 | 171,102 | 488,865 | 62,253 | 104,594 | 572,869 | 438,409 | 957,721 | 165,787 | 299,763 | 237,067 | 167,142 | 873,366 | 5,221,267 | | | | | | | | | |
| 1875 | 694,658 | 150,613 | 530,796 | 83,440 | 119,314 | 511,651 | 410,851 | 870,355 | 181,183 | 264,585 | 258,544 | 190,894 | 755,626 | 5,022,490 | | | | | | | | | |
| 1876 | 827,252 | 141,928 | 589,022 | 82,720 | 100,949 | 469,097 | 486,734 | 1,055,559 | 205,445 | 308,007 | 270,274 | 198,804 | 899,346 | 5,655,167 | | | | | | | | | |
| 1877 | 754,859 | 128,025 | 755,952 | 72,946 | 118,589 | 490,022 | 410,165 | 1,030,211 | 172,466 | 260,381 | 210,260 | 192,110 | 917,402 | 5,513,398 | | | | | | | | | |
| 1878 | 717,423 | 111,373 | 569,964 | 110,895 | 116,718 | 468,475 | 544,009 | 1,384,868 | 229,032 | 314,969 | 345,738 | 261,727 | 923,344 | 6,098,445 | | | | | | | | | |
| 1879 | 1,052,571 | 144,460 | 470,449 | 198,073 | 184,483 | 635,721 | 616,812 | 1,841,120 | 277,895 | 335,868 | 286,983 | 299,337 | 1,189,492 | 7,541,294 | | | | | | | | | |
| 1880 | 1,239,098 | 203,060 | 327,953 | 369,316 | 267,331 | 801,658 | 637,795 | 1,727,645 | 308,039 | 367,718 | 314,468 | 314,587 | 1,471,668 | 8,350,386 | | | | | | | | | |
| 1881 | 1,592,070 | 315,006 | 307,672 | 434,019 | 398,470 | 1,015,199 | 563,555 | 1,509,444 | 375,624 | 347,865 | 242,430 | 413,324 | 1,649,800 | 9,164,508 | | | | | | | | | |
| 1882 | 1,658,872 | 363,155 | 358,215 | 403,847 | 1,031,185 | 511,748 | 1,203,979 | 326,038 | 323,252 | 220,001 | 479,522 | | | | 9,195,588 | | | | | | | | |

STATISTICS OF FREIGHT BUSINESS—THIRTEEN YEARS.—1870 TO 1882, INCLUSIVE.

| Year. | East-Bound. | | West-Bound. | | | | Total, East and West. | | Westward Eastward | Percentage of Freight Mov- ments. | Average Haul for Each Ton carried. | |
|-------|-------------|--------------|---------------|-----------|-----------|--------------|-----------------------|-----------|----------------------|--|---|---------|
| | Tons. | Earnings. | Tons. | Earnings. | Tons. | Earnings. | Tons. | Earnings. | | | | |
| 1870 | 2,036,753 | \$ 5,589,697 | 412,067,965 | 1,356 | 911,972 | \$ 3,047,775 | 161,067,606 | 1,882 | 2,978,725 | \$ 8,034,472 | 574,035,571 | 1.504 |
| 1871 | 2,561,708 | 7,143,075 | 526,397,486 | 1,357 | 1,219,817 | 3,062,784 | 207,273,210 | 1,478 | 3,754,525 | 10,295,859 | 733,670,696 | 1.391 |
| 1872 | 2,997,556 | 8,488,927 | 667,369,119 | 1,272 | 1,445,536 | 4,217,956 | 257,475,021 | 1,638 | 4,443,092 | 12,706,883 | 924,844,140 | 1.374 |
| 1873 | 3,447,790 | 9,994,546 | 770,423,785 | 1,297 | 1,729,871 | 4,074,856 | 283,503,404 | 1,437 | 5,176,661 | 14,068,402 | 1,053,927,180 | 1.335 |
| 1874 | 3,715,071 | 8,273,150 | 753,633,140 | 1,098 | 1,506,196 | 5,518,453 | 245,708,911 | 1,432 | 5,221,267 | 11,791,612 | 909,342,081 | 1,180 |
| 1875 | 3,381,876 | 6,466,969 | 677,979,702 | 0,954 | 1,640,614 | 3,063,069 | 265,256,459 | 1,155 | 5,022,490 | 9,530,038 | 943,286,161 | 1,010 |
| 1876 | 6,421,417 | 3,867,031 | 827,020,640 | 0,776 | 2,841,276 | 306,814,188 | 9,326 | 5,635,167 | 9,282,723 | 1,133,821,828 | 0,817 | 142,906 |
| 1877 | 3,718,449 | 6,175,884 | 747,274,720 | 0,826 | 1,794,949 | 3,152,365 | 332,720,841 | 0,947 | 5,513,308 | 9,328,249 | 1,080,005,561 | 0,864 |
| 1878 | 4,228,390 | 6,683,606 | 995,021,834 | 0,672 | 1,870,055 | 3,152,463 | 345,445,992 | 0,913 | 6,098,445 | 9,838,159 | 1,310,407,826 | 0,734 |
| 1879 | 4,913,252 | 7,144,942 | 1,197,135,107 | 0,597 | 2,598,042 | 3,976,184 | 536,288,333 | 0,741 | 7,511,294 | 11,120,226 | 1,733,423,440 | 0,612 |
| 1880 | 5,077,371 | 8,813,385 | 1,179,292,211 | 0,747 | 3,272,065 | 5,077,228 | 671,873,807 | 0,756 | 8,350,336 | 13,890,563 | 1,851,166,018 | 0,750 |
| 1881 | 5,133,657 | 6,851,182 | 1,157,415,231 | 0,592 | 4,030,851 | 5,024,516 | 884,360,237 | 0,651 | 9,161,503 | 12,475,698 | 2,021,755,468 | 0,617 |
| 1882 | 4,892,118 | 6,554,829 | 1,020,258,772 | 0,642 | 5,324,970 | 4,303,420 | 872,609,452 | 0,610 | 9,195,538 | 11,876,799 | 1,892,808,224 | 0,628 |

FREIGHT FORWARDED AND RECEIVED AT EACH STATION,

FOR THE YEAR ENDING DECEMBER 31, 1882.

| STATIONS. | FREIGHT FORWARDED. | | FREIGHT RECEIVED. | |
|--------------------------------------|--------------------|-------------|-------------------|-------------|
| | Tons. | Revenue. | Tons. | Revenue. |
| EAST BUFFALO----- | 1,208,390 | \$1,501,941 | 2,408,017 | \$3,771,245 |
| BUFFALO----- | 287,814 | 391,150 | 291,670 | 395,469 |
| Total, East Buffalo and Buffalo----- | 1,496,204 | 1,893,091 | 2,699,687 | 4,166,714 |
| Hamburg----- | 237 | 204 | 1,250 | 1,105 |
| Lake View----- | 346 | 494 | 2,419 | 2,423 |
| Derby----- | 328 | 340 | 2,081 | 2,119 |
| Angola----- | 1,021 | 1,316 | 3,435 | 4,791 |
| Farnham----- | 2,786 | 6,666 | 2,572 | 2,882 |
| Irving----- | 2,601 | 2,157 | 656 | 935 |
| Silver Creek----- | 1,854 | 5,728 | 8,059 | 9,461 |
| DUNKIRK----- | 182,872 | 70,401 | 82,396 | 89,713 |
| Brocton----- | 18,373 | 13,692 | 11,885 | 16,487 |
| Westfield----- | 3,642 | 6,014 | 7,872 | 11,667 |
| Ripley----- | 1,136 | 1,813 | 1,319 | 2,119 |
| State Line----- | 1,340 | 1,718 | 1,111 | 1,809 |
| Marvin----- | 68 | 89 | ----- | ----- |
| North East----- | 5,677 | 7,749 | 8,925 | 12,878 |
| Moorhead----- | 1,634 | 1,710 | 669 | 1,056 |
| Harbor Creek----- | 188 | 338 | 1,171 | 1,715 |
| ERIE----- | 295,939 | 419,926 | 436,967 | 468,948 |
| Swanville----- | 698 | 721 | 271 | 385 |
| Fairview----- | 3,005 | 2,983 | 6,297 | 7,777 |
| Girard----- | 10,698 | 16,614 | 8,680 | 12,182 |
| Springfield----- | 1,354 | 1,589 | 1,013 | 2,036 |
| Conneaut----- | 6,650 | 9,239 | 12,089 | 17,505 |
| Kingsville----- | 11,669 | 10,344 | 1,988 | 3,165 |
| Ashtabula----- | 10,274 | 15,976 | 184,645 | 66,671 |
| Saybrook----- | 901 | 1,085 | 218 | 455 |
| Geneva----- | 4,527 | 8,942 | 16,252 | 20,689 |
| Unionville----- | 787 | 1,486 | 622 | 978 |
| Madison----- | 2,526 | 4,309 | 4,806 | 6,753 |
| Perry----- | 2,506 | 3,458 | 719 | 1,202 |
| Painesville----- | 8,094 | 14,545 | 23,090 | 30,821 |
| Mentor----- | 1,912 | 2,182 | 1,297 | 1,989 |
| Willoughby----- | 3,278 | 5,268 | 5,083 | 6,760 |
| Wickliffe----- | 3,881 | 2,531 | 363 | 466 |
| Nottingham----- | 10,810 | 7,335 | 2,305 | 1,793 |
| Collinwood----- | 4,871 | 6,841 | 4,997 | 3,388 |
| Fair Grounds----- | 680 | 2,097 | 2,725 | 1,571 |
| CLEVELAND----- | 1,790,481 | 2,296,960 | 1,110,220 | 1,132,848 |
| Oil City----- | 26,727 | 56,271 | 21,767 | 24,951 |
| Reno----- | 170 | 255 | 1,436 | 1,103 |
| Run----- | 999 | 590 | 471 | 279 |
| Franklin----- | 33,241 | 61,853 | 45,441 | 36,359 |
| Polk----- | 2,390 | 3,117 | 315 | 663 |
| Raymilton----- | 25,898 | 18,574 | 505 | 939 |
| Sandy Lake----- | 1,972 | 2,479 | 1,501 | 3,472 |
| Stoneboro----- | 223,148 | 119,620 | 84,356 | 51,579 |

FREIGHT FORWARDED AND RECEIVED—Continued.

| STATIONS. | FREIGHT FORWARDED. | | FREIGHT RECEIVED. | |
|------------------|--------------------|----------|-------------------|----------|
| | Tons. | Revenue. | Tons. | Revenue. |
| Clark | 2,519 | 2,327 | 185 | 395 |
| Hadley | 3,658 | 4,023 | 1,124 | 1,880 |
| Salem | 1,055 | 1,077 | 31 | 45 |
| Amasa | 17,280 | 2,481 | 1,018 | 543 |
| Jamestown | 3,977 | 4,817 | 3,010 | 3,994 |
| Simon | 465 | 670 | 85 | 116 |
| Andover | 3,101 | 4,350 | 3,787 | 6,043 |
| Leon | 1,870 | 2,419 | 302 | 759 |
| Dorset | 2,495 | 2,904 | 410 | 738 |
| Jefferson | 4,638 | 6,028 | 4,596 | 7,501 |
| Plymouth | 1,352 | 1,599 | 151 | 288 |
| Ashtabula Harbor | 271,052 | 194,220 | 93,726 | 58,356 |
| YOUNGSTOWN | 258,940 | 249,055 | 293,488 | 231,639 |
| No. 9 Bank | 13,746 | 3,437 | | |
| Coalburg | 44,353 | 44,608 | 48,698 | 22,498 |
| Tyrrell Hill | 922 | 1,251 | 1,159 | 1,818 |
| Fowler | 538 | 686 | 164 | 242 |
| Kinsman | 4,145 | 5,784 | 2,585 | 4,447 |
| Williamsfield | 3,971 | 5,204 | 1,061 | 1,842 |
| Rockport | | | 367 | 610 |
| Berea | 38,732 | 49,860 | 10,473 | 12,098 |
| Olmsted Falls | 1,785 | 3,618 | 2,279 | 2,030 |
| Shawville | 580 | 888 | 1,071 | 1,141 |
| ELYRIA | 152,568 | 111,561 | 35,937 | 43,032 |
| Oberlin | 1,761 | 3,765 | 12,694 | 18,811 |
| Kipton | 1,267 | 1,729 | 1,106 | 1,572 |
| Wakeman | 6,359 | 7,276 | 2,000 | 3,772 |
| Collins | 2,298 | 3,089 | 942 | 1,431 |
| Norwalk | 11,825 | 19,942 | 27,881 | 31,648 |
| Monroeville | 7,151 | 11,003 | 3,548 | 5,665 |
| Bellevue | 25,058 | 34,256 | 26,363 | 30,481 |
| Clyde | 32,986 | 24,543 | 26,569 | 31,418 |
| Fremont | 30,331 | 39,673 | 23,684 | 28,176 |
| Lindsey | 4,034 | 5,690 | 644 | 1,127 |
| Elmore | 6,665 | 7,407 | 3,061 | 4,711 |
| Genoa | 13,357 | 15,820 | 4,802 | 4,412 |
| Millbury | 3,933 | 4,267 | 772 | 931 |
| North Amherst | 71,263 | 67,236 | 8,748 | 6,472 |
| Brownhelm | 15,188 | 13,653 | 1,052 | 1,175 |
| Vermillion | 3,813 | 4,409 | 6,586 | 6,000 |
| Ceylon | 8,881 | 11,953 | 1,163 | 1,851 |
| Huron | 6,355 | 7,464 | 8,849 | 6,618 |
| SANDUSKY | 538,885 | 531,681 | 187,905 | 188,382 |
| Venice | 7,509 | 5,677 | 483 | 532 |
| Danbury | 3,767 | 2,621 | 251 | 280 |
| Gypsum | 3,406 | 3,653 | 1,176 | 1,144 |
| Port Clinton | 4,987 | 6,132 | 6,327 | 5,858 |
| La Carne | 831 | 903 | 281 | 424 |
| Oak Harbor | 6,438 | 7,271 | 3,884 | 5,823 |
| Rocky Ridge | 14,928 | 15,703 | 1,742 | 2,376 |
| Graytown | 9,348 | 9,052 | 1,529 | 2,157 |
| Martin | 10,035 | 10,052 | 1,312 | 1,463 |
| DETROIT | 106,211 | 143,337 | 295,441 | 252,436 |

FREIGHT FORWARDED AND RECEIVED—Continued.

| STATIONS. | FREIGHT FORWARDED. | | FREIGHT RECEIVED. | |
|-------------------|--------------------|----------|-------------------|----------|
| | Tons. | Revenue. | Tons. | Revenue. |
| GRAND TRUNK JUNC. | 149,029 | 94,199 | 146,673 | 118,737 |
| Ecorges | 4,747 | 3,553 | 97 | 78 |
| Wyandotte | 17,065 | 13,470 | 29,829 | 12,870 |
| Trenton | 28,022 | 14,773 | 8,500 | 3,450 |
| Rockwood | 6,331 | 5,816 | 1,229 | 1,312 |
| Newport | 1,956 | 1,734 | 374 | 615 |
| Stony Creek | 116 | 84 | | |
| MONROE | 137,559 | 83,864 | 106,971 | 62,540 |
| Vienna | 230 | 244 | 253 | 357 |
| West Toledo | 849 | 1,130 | 8,440 | 5,650 |
| Wagon Works | 2,588 | 5,455 | 7,812 | 7,187 |
| Ida | 3,169 | 3,534 | 584 | 961 |
| Petersburg | 2,715 | 3,015 | 624 | 1,194 |
| Deerfield | 4,852 | 4,720 | 1,264 | 1,821 |
| Corbus | 5,125 | 3,538 | 946 | 937 |
| Wellsville | 63 | 51 | 158 | 60 |
| Tecumseh | 15,491 | 29,122 | 15,358 | 19,738 |
| Clinton | 3,194 | 5,414 | 4,885 | 6,680 |
| Manchester | 8,404 | 15,433 | 4,823 | 7,403 |
| Norvell | 606 | 728 | 510 | 907 |
| Napoleon | 1,451 | 2,594 | 1,104 | 1,656 |
| Jackson | 58,863 | 66,029 | 86,291 | 101,190 |
| TOLEDO | 876,741 | 951,562 | 691,755 | 580,847 |
| Holland | 394 | 305 | 139 | 170 |
| Swanton | 2,983 | 3,742 | 1,474 | 2,365 |
| Delta | 4,742 | 6,528 | 2,626 | 4,279 |
| Wauseon | 9,392 | 14,123 | 8,474 | 11,439 |
| Pettisville | 1,752 | 2,796 | 744 | 1,111 |
| Archbald | 3,690 | 6,451 | 2,252 | 3,806 |
| Reece | 410 | 167 | | |
| Stryker | 5,425 | 9,202 | 2,461 | 5,328 |
| Bryan | 7,373 | 17,357 | 7,321 | 13,556 |
| Melbern | 1,033 | 2,816 | 389 | 732 |
| Edgerton | 3,977 | 8,446 | 1,495 | 3,396 |
| Butler | 9,956 | 20,765 | 6,816 | 14,003 |
| Waterloo | 27,321 | 42,303 | 12,787 | 19,756 |
| Corunna | 3,139 | 5,011 | 453 | 1,109 |
| Kendallville | 19,057 | 35,266 | 7,231 | 12,634 |
| Brimfield | 2,891 | 5,287 | 406 | 879 |
| Wawaka | 3,218 | 3,977 | 426 | 862 |
| Ligonier | 15,916 | 31,040 | 6,079 | 12,559 |
| Millersburg | 6,982 | 4,770 | 277 | 791 |
| GOSHEN | 63,582 | 98,170 | 49,697 | 66,486 |
| Richards | 280 | 140 | 131 | 71 |
| Sylvania | 1,012 | 1,382 | 535 | 767 |
| Ottawa Lake | 1,946 | 1,764 | 254 | 348 |
| Riga | 1,435 | 1,585 | 406 | 649 |
| Blissfield | 3,052 | 5,444 | 2,775 | 5,028 |
| Grosvenor | 22,228 | 26,799 | 4,224 | 5,811 |
| Palmyra | 203 | 348 | 243 | 344 |
| Lenawee Junction | 129 | 72 | 121 | 96 |
| Adrian | 23,382 | 35,331 | 62,800 | 60,759 |
| Clayton | 3,003 | 4,555 | 1,310 | 2,613 |

FREIGHT FORWARDED AND RECEIVED—Continued.

| STATIONS. | FREIGHT FORWARDED. | | FREIGHT RECEIVED. | |
|---------------------|--------------------|----------|-------------------|----------|
| | Tons. | Revenue. | Tons. | Revenue. |
| Hudson | 10,468 | 23,005 | 6,549 | 12,886 |
| Pittsford | 2,346 | 4,610 | 709 | 1,636 |
| Osseo | 2,872 | 4,202 | 484 | 1,015 |
| Hillsdale | 24,794 | 41,902 | 25,242 | 30,823 |
| Jonesville | 5,527 | 11,125 | 6,914 | 10,319 |
| Allen | 1,863 | 3,760 | 653 | 1,605 |
| Quincy | 4,845 | 8,721 | 3,548 | 7,099 |
| Coldwater | 9,812 | 24,889 | 15,494 | 29,765 |
| Batavia | | | 86 | 200 |
| Bronson | 6,073 | 12,200 | 2,655 | 6,276 |
| Burr Oak | 4,174 | 9,773 | 1,941 | 3,672 |
| Sturgis | 33,345 | 42,645 | 6,676 | 13,578 |
| Klinger Lake | 2,320 | 3,468 | 330 | 565 |
| Fawn River | 138 | 96 | 14 | 25 |
| White Pigeon | 4,262 | 10,982 | 3,429 | 5,848 |
| Vistula | 1,012 | 2,305 | 1,156 | 3,015 |
| Bristol | 2,143 | 2,686 | 1,274 | 2,834 |
| ELKHART | 14,775 | 29,986 | 50,415 | 70,310 |
| Ypsilanti | 3,489 | 6,174 | 12,819 | 18,196 |
| Pittsfield Junction | 519 | 546 | 229 | 319 |
| Saline | 5,202 | 7,880 | 2,929 | 4,777 |
| Bridgewater | 714 | 1,184 | 166 | 291 |
| Watkins | 325 | 433 | 14 | 28 |
| Brooklyn | 2,571 | 5,424 | 3,523 | 6,174 |
| Woodstock | 1,004 | 1,666 | 301 | 592 |
| Somerset | 1,955 | 3,276 | 570 | 1,214 |
| Somerset Centre | 699 | 601 | 874 | 1,743 |
| Jerome | 1,414 | 2,225 | 427 | 928 |
| North Adams | 2,933 | 3,580 | 1,512 | 3,223 |
| Bankers | 1,121 | 1,297 | 295 | 424 |
| Horton | 1,001 | 1,180 | 453 | 482 |
| Hanover | 893 | 1,400 | 431 | 579 |
| Stony Point | 3,365 | 2,158 | 90 | 95 |
| Scipio | 587 | 869 | 45 | 94 |
| Reading | 3,688 | 5,738 | 1,130 | 1,709 |
| Montgomery | 1,071 | 1,836 | 122 | 303 |
| Ray | 577 | 977 | 80 | 209 |
| Fremont | 1,868 | 4,045 | 517 | 1,202 |
| Angola | 2,570 | 5,291 | 933 | 2,257 |
| Pleasant Lake | 1,621 | 3,758 | 360 | 765 |
| Summit | 598 | 1,738 | 37 | 104 |
| Auburn | 806 | 899 | 711 | 1,003 |
| Auburn Junction | 2,976 | 3,044 | 11,216 | 7,852 |
| New Era | 262 | 208 | 28 | 41 |
| Carroll's Crossing | 188 | 158 | | |
| FORT WAYNE | 19,459 | 30,737 | 24,019 | 26,218 |
| Litchfield | 2,928 | 4,145 | 2,203 | 4,082 |
| Homer | 2,395 | 5,693 | 1,281 | 2,667 |
| Condit | 200 | 223 | 77 | 56 |
| Albion | 7,420 | 17,460 | 15,572 | 18,643 |
| Devereux | 910 | 1,049 | 199 | 311 |
| Springport | 3,913 | 5,228 | 1,625 | 2,836 |
| Charlesworth | 806 | 1,153 | 34 | 103 |

FREIGHT FORWARDED AND RECEIVED—Concluded.

| STATIONS. | FREIGHT FORWARDED. | | FREIGHT RECEIVED. | |
|--|--------------------|--------------|-------------------|--------------|
| | Tons. | Revenue. | Tons. | Revenue. |
| Eaton Rapids | 4,875 | 10,781 | 3,409 | 5,576 |
| Kingsland | 1,619 | 1,641 | 10 | 35 |
| Dimondale | 4,394 | 4,980 | 329 | 811 |
| Lansing | 32,211 | 55,211 | 20,685 | 35,810 |
| Constantine | 5,150 | 11,764 | 5,733 | 10,777 |
| Florence | 60 | 18 | 184 | 277 |
| Three Rivers | 5,985 | 12,370 | 10,360 | 15,828 |
| Moorepark | 1,590 | 1,976 | 349 | 698 |
| Flowerfield | 1,666 | 2,331 | 124 | 256 |
| Schoolcraft | 3,520 | 7,090 | 4,946 | 9,262 |
| Portage | | | 136 | 117 |
| Kalamazoo | 20,244 | 48,241 | 37,199 | 52,319 |
| Cooper | 97 | 66 | 20 | 24 |
| Argenta | 1,164 | 889 | 172 | 206 |
| Plainwell | 4,792 | 10,026 | 4,186 | 7,180 |
| Otsego | 3,990 | 6,781 | 2,685 | 4,795 |
| Abronia | 2,978 | 2,368 | 20 | 35 |
| Allegan | 33,817 | 41,479 | 26,890 | 42,735 |
| Hopkins | 8,589 | 8,876 | 1,111 | 1,940 |
| Hilliard | 4,272 | 3,711 | 119 | 319 |
| Dorr | 6,319 | 6,207 | 756 | 1,515 |
| Byron Centre | 5,338 | 4,308 | 601 | 920 |
| Eagle Mills | 13,235 | 12,029 | | |
| GRAND RAPIDS | 40,595 | 84,939 | 55,168 | 92,172 |
| Osceola | 68 | 104 | 137 | 291 |
| Mishawaka | 5,026 | 12,128 | 9,171 | 13,164 |
| South Bend | 34,111 | 56,251 | 100,455 | 126,761 |
| Warren | 773 | 687 | 102 | 199 |
| Terre Coupee | 4,256 | 3,959 | 145 | 148 |
| Carlisle | 8,529 | 8,776 | 1,495 | 2,960 |
| Rolling Prairie | 4,797 | 5,090 | 506 | 1,167 |
| La Porte | 42,668 | 46,187 | 34,552 | 52,869 |
| Durham | 95 | 107 | | |
| Otis | 35,241 | 25,275 | 11,744 | 17,690 |
| Burdick | 6,746 | 6,046 | 80 | 164 |
| Morrison | 1,925 | 1,667 | | |
| Chesterton | 9,259 | 8,032 | 7,922 | 14,273 |
| Bailey Town | 90 | 237 | | |
| Millers | 231 | 513 | 1,557 | 2,495 |
| Pine | 752 | 754 | 13 | 27 |
| Whiting | 12,022 | 6,545 | 223 | 307 |
| Colehour | 5,548 | 2,884 | 379 | 543 |
| South Chicago | 59,372 | 21,266 | 84,008 | 178,341 |
| Grand Crossing | 1,630 | 2,633 | 18,082 | 19,195 |
| ENGLEWOOD | 12,243 | 22,480 | 380,642 | 849,270 |
| CHICAGO | 949,925 | 2,401,785 | 882,018 | 1,548,204 |
| TOTALS | 9,195,538 | \$11,879,799 | 9,195,538 | \$11,879,799 |
| Add—Switching, Storage, Elevating, &c. | | | | 142,778 |
| TOTAL REVENUE | | | | \$12,022,577 |

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION,

For the Year Ending December 31, 1882.

| STATIONS. | Coal. | Stone and Lime. | Petroleum. | Pig, Bloom and Railroad Iron. | Other Iron and Castings. | Lumber and other Forest Products. | Animals. | Grain. | Agricultural Products (except Grain.) | Flour. | Provisions. | Manufactures. | Merchandise and other Articles. | TOTAL. |
|-----------------------------|-------------------------|-----------------------|----------------------|-------------------------------|--------------------------|-----------------------------------|--------------------|----------------------|---------------------------------------|--------------------|-----------------------|-------------------------|---------------------------------|----------------------------|
| EAST BUFFALO | Tons. 285,322 69,827 | Tons. 58,310 4,182 | Tons. 541, 20,878 | Tons. 59,136 41,705 | Tons. 57,312 4,978 | Tons. 1,676 2,318 | Tons. 3,554 450 | Tons. 4,900 2,918 | Tons. 48,184 11,807 | Tons. 2,408 934 | Tons. 21,277 2,713 | Tons. 106,667 20,907 | Tons. 559,078 104,117 | Tons. 1,208,390 287,814 |
| Total—E. Buf. & Buf. | 62,492 | 2,419 | 100,841 | 62,320 | 4,074 | 20,22 | 4,004 | 7,818 | 59,091 | 3,312 | 23,990 | 127,574 | 663,190 | 1,496,204 |
| Hamburg | Tons. 122 | Tons. 150 | Tons. 8 | Tons. 50 | Tons. 56 | Tons. 57 | Tons. 18 | Tons. 25 | Tons. 73 | Tons. 15 | Tons. 267 | Tons. 23 | Tons. 5 | Tons. 237 |
| Lake View | Tons. 122 | Tons. 150 | Tons. 8 | Tons. 50 | Tons. 56 | Tons. 57 | Tons. 23 | Tons. 21 | Tons. 155 | Tons. 26 | Tons. 207 | Tons. 23 | Tons. 20 | Tons. 346 |
| Derby | Tons. 10 | Tons. 10 | Tons. 13 | Tons. 16 | Tons. 16 | Tons. 23 | Tons. 13 | Tons. 13 | Tons. 211 | Tons. 14 | Tons. 10 | Tons. 10 | Tons. 131 | Tons. 325 |
| Angola | Tons. 200 | Tons. 200 | Tons. 24 | Tons. 147 | Tons. 50 | Tons. 50 | Tons. 24 | Tons. 147 | Tons. 13 | Tons. 1614 | Tons. 50 | Tons. 10 | Tons. 10 | Tons. 1,021 |
| Farnham | Tons. 187 | Tons. 187 | Tons. 23 | Tons. 297 | Tons. 35,146 | Tons. 783 | Tons. 23 | Tons. 158 | Tons. 108 | Tons. 2,192 | Tons. 7,698 | Tons. 23 | Tons. 50 | Tons. 276 |
| Irving | Tons. 2,600 | Tons. 3,007 | Tons. 77 | Tons. 63 | Tons. 58 | Tons. 6,776 | Tons. 53 | Tons. 275 | Tons. 39 | Tons. 7,676 | Tons. 2,300 | Tons. 400 | Tons. 10 | Tons. 1,782 |
| Silver Creek | Tons. 320 | Tons. 320 | Tons. 53 | Tons. 53 | Tons. 489 | Tons. 341 | Tons. 5 | Tons. 90 | Tons. 178 | Tons. 44 | Tons. 493 | Tons. 45 | Tons. 1004 | Tons. 1,362 |
| DUNKIRK | Tons. 187 | Tons. 187 | Tons. 23 | Tons. 297 | Tons. 35,146 | Tons. 783 | Tons. 53 | Tons. 90 | Tons. 1,081 | Tons. 44 | Tons. 493 | Tons. 45 | Tons. 65 | Tons. 1,136 |
| Westfield | Tons. 187 | Tons. 187 | Tons. 23 | Tons. 297 | Tons. 35,146 | Tons. 783 | Tons. 53 | Tons. 90 | Tons. 223 | Tons. 44 | Tons. 493 | Tons. 45 | Tons. 65 | Tons. 1,136 |
| Hopley State Line | Tons. 187 | Tons. 187 | Tons. 23 | Tons. 297 | Tons. 35,146 | Tons. 783 | Tons. 53 | Tons. 90 | Tons. 223 | Tons. 44 | Tons. 493 | Tons. 45 | Tons. 65 | Tons. 1,136 |
| Marvin | Tons. 187 | Tons. 187 | Tons. 23 | Tons. 297 | Tons. 35,146 | Tons. 783 | Tons. 53 | Tons. 90 | Tons. 223 | Tons. 44 | Tons. 493 | Tons. 45 | Tons. 65 | Tons. 1,136 |
| North East | Tons. 187 | Tons. 187 | Tons. 23 | Tons. 297 | Tons. 35,146 | Tons. 783 | Tons. 53 | Tons. 90 | Tons. 223 | Tons. 44 | Tons. 493 | Tons. 45 | Tons. 65 | Tons. 1,136 |
| Moorhead Creek | Tons. 144,909 | Tons. 254 | Tons. 1,943 | Tons. 3,022 | Tons. 26,676 | Tons. 12,916 | Tons. 650 | Tons. 1,175 | Tons. 4,879 | Tons. 3,412 | Tons. 5,312 | Tons. 20,380 | Tons. 25 | Tons. 1,624 |
| Fairview | Tons. 144,909 | Tons. 254 | Tons. 1,943 | Tons. 3,022 | Tons. 26,676 | Tons. 12,916 | Tons. 650 | Tons. 1,175 | Tons. 4,879 | Tons. 3,412 | Tons. 5,312 | Tons. 20,380 | Tons. 25 | Tons. 1,624 |
| Swanville | Tons. 144,909 | Tons. 254 | Tons. 1,943 | Tons. 3,022 | Tons. 26,676 | Tons. 12,916 | Tons. 650 | Tons. 1,175 | Tons. 4,879 | Tons. 3,412 | Tons. 5,312 | Tons. 20,380 | Tons. 25 | Tons. 1,624 |
| Conneaut | Tons. 140 | Tons. 140 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Kingsville | Tons. 140 | Tons. 140 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Ashfabula | Tons. 140 | Tons. 140 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Saybrook | Tons. 140 | Tons. 140 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Genesee | Tons. 140 | Tons. 140 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Unionville | Tons. 140 | Tons. 140 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Madison | Tons. 140 | Tons. 140 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Ferry | Tons. 150 | Tons. 150 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Painesville | Tons. 150 | Tons. 150 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Mentor | Tons. 150 | Tons. 150 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Willoughby | Tons. 150 | Tons. 150 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Wickliffe | Tons. 150 | Tons. 150 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Nottingham | Tons. 150 | Tons. 150 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Collinwood | Tons. 150 | Tons. 150 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |
| Fair Grounds | Tons. 150 | Tons. 150 | Tons. 37 | Tons. 872 | Tons. 1,195 | Tons. 298 | Tons. 106 | Tons. 2,616 | Tons. 56 | Tons. 510 | Tons. 21 | Tons. 5 | Tons. 10 | Tons. 1,222 |

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

| STATIONS. | Coal. | Stone and Lime. | Petroleum. | Pig Bloom, Iron and Railroad Iron. | Other Iron and Castings | Lumber and other Forest Products | Animals | Grain. | Agricultural Products (except Grain). | Flour. | Provisions. | Manufactures. | Merchandise and other Articles. | TOTAL. |
|-----------------------|---------------|-----------------|---------------|------------------------------------|-------------------------|----------------------------------|---------------|---------------|---------------------------------------|---------------|--------------|---------------|---------------------------------|-----------------|
| CLEVELAND..... | Tons. 100,598 | Tons. 39,269 | Tons. 190,632 | Tons. 94,650 | Tons. 18,912 | Tons. 160 | Tons. 154,934 | Tons. 323,427 | Tons. 101,414 | Tons. 121,210 | Tons. 48,492 | Tons. 127,518 | Tons. 208,295 | Tons. 1,730,481 |
| Oil City..... | 905 | ..... | 18,912 | 547 | 162 | 75 | 4,079 | ..... | ..... | 11 | 108 | 108 | 8 | 26,727 |
| Beno..... | ..... | ..... | ..... | ..... | ..... | 75 | ..... | 164 | ..... | 8 | ..... | 78 | 769 | 999 |
| Run..... | 163 | 30,636 | ..... | 379 | ..... | 21 | ..... | ..... | ..... | 20 | 12 | 10 | 447 | 3,241 |
| Franklin..... | ..... | ..... | ..... | 3,412 | ..... | ..... | 3,412 | ..... | ..... | 29 | 8 | ..... | 52 | 2,380 |
| Polk..... | 21,593 | ..... | ..... | 6 | 20 | 10 | 4,171 | ..... | ..... | 32 | 72 | 10 | ..... | 28,888 |
| Ray Milton..... | ..... | 827 | ..... | 10,910 | 5 | 5 | 4,167 | 50 | 50 | 27 | 21 | 50 | 192 | 1,972 |
| Sandy Lake..... | ..... | ..... | ..... | 2,441 | 14 | 14 | 2,441 | ..... | ..... | 17 | 12 | 12 | 7,214 | 223,148 |
| Stoneboro..... | 200,354 | ..... | ..... | 2,687 | ..... | 336 | 5 | 59 | 336 | 59 | 424 | 10 | 35 | 3,535 |
| Clark..... | ..... | 71 | ..... | 5 | ..... | ..... | 1,046 | 301 | 9 | 95 | 8 | 205 | 10 | 3,658 |
| Hadley..... | ..... | ..... | ..... | 1,046 | 301 | ..... | 1,655 | 40 | 10 | 215 | 60 | 32 | 172 | 1,055 |
| Salem..... | 16,057 | 349 | ..... | 195 | 12 | 10 | 1,655 | 80 | 11 | 13 | 10 | 138 | 138 | 17,280 |
| Amasa..... | ..... | ..... | ..... | 32 | 32 | 10 | 1,738 | 111 | 11 | 195 | 10 | 468 | 102 | 3,977 |
| Jamesstown..... | 58 | ..... | ..... | 29 | ..... | 29 | 2,165 | ..... | 17 | 195 | 106 | 65 | 102 | 465 |
| Simon..... | ..... | ..... | ..... | 29 | 15 | 15 | 2,979 | 206 | 54 | 54 | 101 | 297 | 14 | 3,101 |
| Andover..... | ..... | ..... | ..... | 29 | 15 | 15 | 1,075 | 45 | 45 | 217 | 10 | 327 | 14 | 1,870 |
| Leon..... | ..... | ..... | ..... | 29 | 20 | 20 | 323 | 52 | 52 | 52 | 52 | 53 | 14 | 2,495 |
| Dorset..... | ..... | ..... | ..... | 29 | 20 | 20 | 323 | 52 | 52 | 52 | 52 | 53 | 14 | 4,638 |
| Jefferson..... | ..... | ..... | ..... | 29 | 103 | 103 | 323 | 52 | 52 | 52 | 52 | 53 | 12 | 1,352 |
| Plymouth..... | ..... | ..... | ..... | 29 | 103 | 103 | 323 | 52 | 52 | 52 | 52 | 53 | 12 | 271,052 |
| Ashtabula Harbor..... | 645 | 324 | 13,069 | 570 | 59,187 | 59 | 1,066 | 52 | 52 | 52 | 52 | 52 | 52 | 253,839 |
| Youngstown..... | 136,240 | ..... | ..... | 14,785 | 59,187 | 59 | 1,066 | 52 | 52 | 52 | 52 | 52 | 52 | 13,746 |
| No. 9 Bank..... | 13,746 | ..... | ..... | 10,904 | 103 | 103 | 1,066 | 52 | 52 | 52 | 52 | 52 | 52 | 4,533 |
| Cosburgh..... | 38,244 | ..... | ..... | ..... | ..... | ..... | 1,066 | 52 | 52 | 52 | 52 | 52 | 52 | 922 |
| Tyrell Hill..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,066 | 52 | 52 | 52 | 52 | 52 | 52 | 32 |
| Kinsman..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,066 | 52 | 52 | 52 | 52 | 52 | 52 | 538 |
| Williamsfield..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,066 | 52 | 52 | 52 | 52 | 52 | 52 | 4,145 |
| Berea..... | 32,558 | 1,532 | ..... | 889 | 777 | 6 | 3,534 | 333 | 24 | 36 | 46 | 197 | 215 | 889 |
| Olmsted Falls..... | ..... | ..... | ..... | ..... | ..... | ..... | 3,534 | 333 | 24 | 36 | 46 | 197 | 192 | 3,972 |
| Shawville..... | 126,610 | 3,553 | 40 | 5,819 | 6,309 | 8 | 11 | 35 | 11 | 33 | 76 | 228 | 233 | 215 |
| Ellsworth..... | ..... | 575 | ..... | 38 | 416 | 416 | 3,633 | 383 | 383 | 1,923 | 1,006 | 1,006 | 520 | 1,865 |
| Oberlin..... | ..... | ..... | ..... | 38 | 79 | 197 | 1,761 | 81 | 81 | 116 | 178 | 178 | 100 | 1,865 |
| Kipton..... | ..... | ..... | ..... | 38 | 79 | 197 | 1,761 | 81 | 81 | 116 | 178 | 178 | 100 | 1,865 |
| Watkeen..... | 1,981 | ..... | ..... | 37 | 553 | 13 | 636 | 379 | 379 | 2,342 | 499 | 499 | 29 | 1,865 |
| Collins..... | ..... | ..... | ..... | 37 | 553 | 13 | 636 | 30 | 30 | 2,342 | 663 | 663 | 8 | 1,865 |
| Northwalk..... | ..... | ..... | ..... | 106 | 1,381 | 106 | 1,381 | 518 | 518 | 4,826 | 1,212 | 718 | 43 | 1,865 |
| Monroeville..... | 318 | ..... | ..... | 106 | 52 | 52 | 52 | 329 | 329 | 3,946 | 457 | 457 | 12 | 1,865 |
| Bellevue..... | 190 | ..... | ..... | 106 | 52 | 52 | 887 | 488 | 488 | 6,782 | 6,782 | 6,782 | 57 | 1,865 |
| Clyde..... | 127,700 | 68 | 1,468 | 635 | 1,657 | 52 | 1,657 | 716 | 716 | 9,294 | 1,308 | 1,308 | 120 | 2,322 |
| Fremont..... | 1,222 | 10,057 | ..... | 100 | 1,657 | 100 | 1,657 | 418 | 418 | 5,235 | 1,366 | 1,366 | 1,528 | 1,433 |
| Lindsey..... | ..... | ..... | ..... | ..... | ..... | 340 | 1,657 | 340 | 340 | 1,453 | 235 | 235 | 216 | 92 |

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONTINUED.

| STATIONS, | Coal. | Stone and Lime. | Petroleum. | Pig, Bloom and Railroad Iron. | Tons. | Tons. | Tons. | Lumber and other Forest Products | Other Iron and Castings | Animals | Grain. | Agricultural Products (except Grain). | Tons. | Tons. | Tons. | Provisions. | Manufactures | Merchandise and other Articles. | Tons. | Tons. | Tons. | | | | | |
|--------------------|-------|-----------------|------------|-------------------------------|-------|-------|--------|----------------------------------|-------------------------|---------|--------|---------------------------------------|-------|-------|-------|-------------|--------------|---------------------------------|-------|--------|-------|-------|--------|-------|-------|-------|
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Swanton..... | | | | | 23 | 72 | 650 | 170 | 242 | 104 | 218 | 58 | 206 | 639 | 216 | 5,425 | 2,983 | 4,742 | 144 | 2,983 | 4,742 | | | | | |
| Delta..... | | | | 1,457 | 7 | 375 | 806 | 202 | 1,030 | 312 | 9 | 104 | 95 | 95 | 859 | 1,260 | 1,033 | 460 | 769 | 1,032 | 460 | | | | | |
| Wausau..... | | | | 1,870 | 14 | 1,332 | 753 | 1,702 | 823 | 1,430 | 216 | 1,215 | 94 | 191 | 191 | 289 | 3,932 | 9,392 | 1,752 | 769 | 1,752 | 769 | | | | |
| Perrisville..... | | 30 | 5 | 1,188 | 5 | 280 | 164 | 1,752 | 1,000 | 532 | 598 | 72 | 999 | 155 | 13 | 80 | 284 | 3,690 | 3,690 | 284 | 155 | 284 | 155 | | | |
| Archbald..... | | | | 1,100 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |  |
| Reece..... | | | | 400 | 410 | 1,017 | 941 | 2,020 | 2,216 | 1,030 | 2,020 | 2,216 | 2,216 | 2,216 | 206 | 639 | 216 | 5,425 | 2,983 | 4,742 | 144 | 2,983 | 4,742 | | | |
| Stryker..... | | | | 41 | 33 | 574 | 444 | 2,216 | 380 | 77 | 77 | 77 | 77 | 77 | 104 | 95 | 859 | 1,260 | 1,033 | 460 | 769 | 1,032 | 460 | | | |
| Bryan..... | | | | 44 | 14 | 895 | 823 | 3,448 | 3,005 | 1,95 | 2,215 | 1,95 | 2,215 | 2,215 | 2,215 | 94 | 191 | 191 | 289 | 3,932 | 9,392 | 1,752 | 769 | 1,752 | 769 | |
| Melbern..... | | | | 44 | 14 | 895 | 823 | 3,448 | 3,005 | 1,95 | 2,215 | 1,95 | 2,215 | 2,215 | 2,215 | 94 | 191 | 191 | 289 | 3,932 | 9,392 | 1,752 | 769 | 1,752 | 769 | |
| Edgerton..... | | | | 44 | 14 | 895 | 823 | 3,448 | 3,005 | 1,95 | 2,215 | 1,95 | 2,215 | 2,215 | 2,215 | 94 | 191 | 191 | 289 | 3,932 | 9,392 | 1,752 | 769 | 1,752 | 769 | |
| Butler..... | 36 | 12 | 242 | 65 | 197 | 9,023 | 1,795 | 9,135 | 1,795 | 9,135 | 1,795 | 9,135 | 9,135 | 9,135 | 413 | 594 | 1,570 | 2,341 | 7,321 | 9,936 | 1,752 | 769 | 1,752 | 769 | | |
| Watertown..... | 48 | 120 | 242 | 65 | 197 | 9,023 | 1,795 | 9,135 | 1,795 | 9,135 | 1,795 | 9,135 | 9,135 | 9,135 | 413 | 594 | 1,570 | 2,341 | 7,321 | 9,936 | 1,752 | 769 | 1,752 | 769 | | |
| Corunna..... | | | | 107 | 986 | 3,552 | 1,078 | 2,629 | 1,621 | 1,706 | 2,629 | 1,621 | 1,706 | 1,706 | 1,706 | 25 | 452 | 890 | 2,021 | 19,057 | 1,339 | 5,425 | 2,983 | 4,742 | | |
| Kendallville..... | | | | 107 | 986 | 3,552 | 1,078 | 2,629 | 1,621 | 1,706 | 2,629 | 1,621 | 1,706 | 1,706 | 1,706 | 25 | 452 | 890 | 2,021 | 19,057 | 1,339 | 5,425 | 2,983 | 4,742 | | |
| Brimfield..... | | | | 107 | 986 | 3,552 | 1,078 | 2,629 | 1,621 | 1,706 | 2,629 | 1,621 | 1,706 | 1,706 | 1,706 | 25 | 452 | 890 | 2,021 | 19,057 | 1,339 | 5,425 | 2,983 | 4,742 | | |
| Wauwaka..... | | | | 107 | 986 | 3,552 | 1,078 | 2,629 | 1,621 | 1,706 | 2,629 | 1,621 | 1,706 | 1,706 | 1,706 | 25 | 452 | 890 | 2,021 | 19,057 | 1,339 | 5,425 | 2,983 | 4,742 | | |
| Ligonier..... | | | | 107 | 986 | 3,552 | 1,078 | 2,629 | 1,621 | 1,706 | 2,629 | 1,621 | 1,706 | 1,706 | 1,706 | 25 | 452 | 890 | 2,021 | 19,057 | 1,339 | 5,425 | 2,983 | 4,742 | | |
| Goshen..... | 427 | 651 | 203 | 266 | 6,378 | 6,378 | 6,378 | 6,378 | 6,378 | 6,378 | 6,378 | 6,378 | 6,378 | 6,378 | 109 | 150 | 429 | 583 | 348 | 15,916 | 6,982 | 275 | 15,916 | 6,982 | 275 | |
| Richards..... | | 152 | 152 | 152 | 280 | 6,051 | 24,904 | 13,301 | 1,236 | 1,236 | 1,236 | 1,236 | 1,236 | 1,236 | 1,236 | 929 | 929 | 929 | 2,717 | 2,717 | 2,717 | 2,717 | 2,717 | 2,717 | | |
| Sylvania..... | | 110 | 6 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 106 | 106 | 106 | 6 | 63 | 1,012 | 54 | 1,012 | 54 | 1,012 | 54 | |
| Ottawa, Lake..... | | | 6 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 1,767 | 24 | 43 | 43 | 5 | 83 | 1,946 | 83 | 1,946 | 83 | 1,946 | 83 | |
| Rice..... | | | 10 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 70 | 70 | 70 | 98 | 98 | 3,052 | 3,052 | 3,052 | 3,052 | 3,052 | 3,052 | |
| Grosvenor..... | | 17 | 12,165 | 3,127 | 1,744 | 2,633 | 3,127 | 1,744 | 2,633 | 3,127 | 1,744 | 2,633 | 3,127 | 3,127 | 12 | 63 | 63 | 627 | 627 | 2,228 | 2,228 | 2,228 | 2,228 | 2,228 | 2,228 | |
| Palmyra..... | | | 17 | 12,165 | 3,127 | 1,744 | 2,633 | 3,127 | 1,744 | 2,633 | 3,127 | 1,744 | 2,633 | 3,127 | 12 | 63 | 63 | 627 | 627 | 2,228 | 2,228 | 2,228 | 2,228 | 2,228 | 2,228 | |
| Lehaway, June..... | | 161 | 161 | 256 | 651 | 616 | 978 | 2,839 | 713 | 713 | 713 | 713 | 713 | 713 | 12 | 98 | 1,162 | 8,279 | 8,279 | 4,615 | 4,615 | 4,615 | 4,615 | 4,615 | 4,615 | |
| Adrian..... | | 161 | 161 | 256 | 651 | 616 | 978 | 2,839 | 713 | 713 | 713 | 713 | 713 | 713 | 12 | 98 | 1,162 | 8,279 | 8,279 | 4,615 | 4,615 | 4,615 | 4,615 | 4,615 | 4,615 | |
| Clayton..... | | 14 | 14 | 11 | 285 | 184 | 1,118 | 1,118 | 1,118 | 1,118 | 1,118 | 1,118 | 1,118 | 1,118 | 12 | 31 | 1,164 | 1,427 | 1,427 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | |
| Hudson..... | | 14 | 14 | 11 | 285 | 184 | 1,118 | 1,118 | 1,118 | 1,118 | 1,118 | 1,118 | 1,118 | 1,118 | 12 | 31 | 1,164 | 1,427 | 1,427 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | |
| Pittsford..... | | 8 | 8 | 131 | 552 | 552 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 12 | 29 | 1,164 | 1,427 | 1,427 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | |
| Osseo..... | | 14 | 14 | 11 | 131 | 552 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 12 | 29 | 1,164 | 1,427 | 1,427 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | |
| Hillsdale..... | | 14 | 14 | 11 | 131 | 552 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 1,744 | 12 | 29 | 1,164 | 1,427 | 1,427 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | 2,382 | |
| Jonesville..... | | 79 | 43 | 111 | 29 | 194 | 202 | 194 | 194 | 194 | 194 | 194 | 194 | 194 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| Allen..... | | 79 | 43 | 111 | 29 | 194 | 202 | 194 | 194 | 194 | 194 | 194 | 194 | 194 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| Quincy..... | | 38 | 38 | 20 | 205 | 1860 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| Coldwater..... | | 38 | 38 | 20 | 205 | 1860 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| Bronson..... | | 48 | 48 | 2,229 | 1,860 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| Burr Oak..... | | 48 | 48 | 2,229 | 1,860 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 1,151 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| Sturz's..... | | 28 | 24 | 130 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| Klinger Lake..... | | 28 | 24 | 130 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| Fawn River..... | | 28 | 24 | 130 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |
| White Pigeon..... | | 28 | 24 | 130 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 24 | 12 | 357 | 215 | 127 | 444 | 653 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 | 5,527 |

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION--CONTINUED.

DESCRIPTIVE STATEMENT OF FREIGHT FORWARDED FROM EACH STATION—CONCLUDED.

| STATIONS. | Coal. | Stone and Lime. | Petroleum. | Pig Bloom and Railroad Iron. | Other Iron and Castings. | Lumber and other Forest Products. | Animals. | Grain. | Agricultural Products (except Grain). | Flour. | Provisions. | Manufactures. | Merchandise and other Articles. | TOTAL. |
|------------------|-----------|-----------------|------------|------------------------------|--------------------------|-----------------------------------|----------|-----------|---------------------------------------|---------|-------------|---------------|---------------------------------|-----------|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Florence. | | | | | | | | | | | | | | |
| Three Rivers. | | | | | | | | | | | | | | |
| Moorepark. | | | | | | | | | | | | | | |
| Flowerfield. | | | | | | | | | | | | | | |
| Schoolcraft. | | | | | | | | | | | | | | |
| KALAMAZOO. | | | | | | | | | | | | | | |
| Cooper. | | | | | | | | | | | | | | |
| Argenta. | | | | | | | | | | | | | | |
| Plainwell. | | | | | | | | | | | | | | |
| Oseco. | | | | | | | | | | | | | | |
| Abromia. | | | | | | | | | | | | | | |
| Allegan. | | | | | | | | | | | | | | |
| Hopkins. | | | | | | | | | | | | | | |
| Hilliard. | | | | | | | | | | | | | | |
| Dorr. | | | | | | | | | | | | | | |
| Byron Centre. | | | | | | | | | | | | | | |
| Bigie Mills. | | | | | | | | | | | | | | |
| GRAND RAPIDS. | | | | | | | | | | | | | | |
| Osecola. | | | | | | | | | | | | | | |
| Mishawaka. | | | | | | | | | | | | | | |
| South Bend. | | | | | | | | | | | | | | |
| Warren. | | | | | | | | | | | | | | |
| Terre Coupee. | | | | | | | | | | | | | | |
| Carlisle. | | | | | | | | | | | | | | |
| Rolling Prairie. | | | | | | | | | | | | | | |
| La Porte. | | | | | | | | | | | | | | |
| Durham. | | | | | | | | | | | | | | |
| Otis. | | | | | | | | | | | | | | |
| Bardick. | | | | | | | | | | | | | | |
| Morrison. | | | | | | | | | | | | | | |
| Chesterton. | | | | | | | | | | | | | | |
| Bailey Town. | | | | | | | | | | | | | | |
| Millers. | | | | | | | | | | | | | | |
| Pine. | | | | | | | | | | | | | | |
| Whiting. | | | | | | | | | | | | | | |
| Colehour. | | | | | | | | | | | | | | |
| South Chicago. | | | | | | | | | | | | | | |
| Grand Crossing. | | | | | | | | | | | | | | |
| ENGLEWOOD. | | | | | | | | | | | | | | |
| CHICAGO. | | | | | | | | | | | | | | |
| Totals. | 1,658,872 | 363,155 | 389,082 | 358,215 | 403,847 | 1,031,185 | 511,748 | 1,203,979 | 323,088 | 323,252 | 220,001 | 479,522 | 1,916,592 | 9,195,388 |

GENERAL SUMMARY OF PASSENGER BUSINESS,

FOR THE YEAR ENDING DECEMBER 31ST, 1882.

MOVEMENT.

| THROUGH PASSENGERS (Buffalo and Chicago)—1882. | 1881. | INCREASE. |
|--|-----------|----------------------------|
| First class..... | 78,403 | 80,781 |
| Second class..... | 20,167 | 15,229 |
| Emigrant..... | 26,699 | 26,145 |
| TOTAL THROUGH | 125,269 | 122,155 |
| | | 3,114 or 2.55 per cent. |
| WAY PASSENGERS— | | |
| First class..... | 3,927,541 | 3,500,689 |
| Second Class..... | 36,335 | 25,268 |
| Emigrant..... | 29,687 | 33,894 |
| TOTAL WAY..... | 3,993,563 | 3,559,851 |
| TOTAL THROUGH AND WAY..... | 4,118,832 | 3,682,006 |
| | | 433,712 or 12.18 per cent. |
| Number of passengers moved west..... | 2,102,663 | 1,880,984 |
| Number of passengers moved east..... | 2,016,169 | 1,801,022 |
| TOTAL | 4,118,832 | 3,682,006 |
| | | 436,826 or 11.86 " |

EARNINGS.

| 1882. | 1881. | INCREASE. |
|--|----------------|--------------------------------|
| From through passengers..... | \$1,071,583.24 | \$ 804,572.92 |
| From way passengers..... | 3,825,602.21 | 3,330,215.83 |
| TOTAL..... | \$4,897,185.45 | \$4,134,788.75 |
| | | \$762,396.70 or 18.44 " |
| Gain in earnings from increased mileage in 1882..... | | \$378,599.47 |
| Gain in earnings from increase in rate per mile 0.169 of a cent..... | | 383,797.23 |
| TOTAL..... | | \$762,396.70 or 18.44 per cent |

MILEAGE.

| 1882. | 1881. | INCREASE. |
|--|-------------|----------------------------|
| Number of miles traveled by through passengers, 67,645,260 | 65,963,700 | 1,681,560 or 2.55 percent. |
| Number of miles traveled by way passengers...159,453,698 | 141,989,515 | 17,464,183 or 12.30 " |
| Number of miles traveled by all passengers..... | 227,098,958 | 207,953,215 |
| | | 19,145,743 or 9.21 " |
| 1882. 1881. | | |
| Average distance traveled by each through passenger..... | 540 | 540 |
| Average distance traveled by each way passenger..... | 40 | 39 $\frac{1}{2}$ |
| Average distance traveled by all passengers..... | 55 | 56 $\frac{1}{2}$ |

RATES.

| 1882. | 1881. |
|---|--------------|
| Average fare from each through passenger..... | \$8.55 |
| Average fare from each way passenger..... | .96 |
| Average fare from all passengers..... | 1.19 |
| Average per mile—through passengers..... | 1.584 cents. |
| Average per mile—way passengers..... | 2.399 " |
| Average per mile—all passengers..... | 2.157 " |
| | 1.220 cents. |
| | 2.345 " |
| | 1.988 " |

STATISTICS OF PASSENGER BUSINESS—THIRTEEN YEARS—1870-1882,

Movement of Passengers.

Earnings,

| YEAR | Movement of Passengers. | | | | | | Earnings. | | | | | |
|--------|--------------------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|------------------------------|-------------|--------|
| | THROUGH, BUFFALO AND CHICAGO.] | | | WAY. | | | TOTAL. | | | | | |
| | CLASS. | Second. | Emigr't. | CLASS. | Second. | Emigr't. | TOTAL. | WESTWARD. | EASTWARD. | THROUGH [BUFFALO & CHICAGO]. | WAY. | TOTAL. |
| First. | Second. | Emigr't. | First. | Second. | Emigr't. | First. | Second. | Emigr't. | First. | Second. | Emigr't. | First. |
| 1870 | 61,474 | 3,277 | 1,902,412 | 24,854 | 2,065,440 | 1,072,320 | 905,120 | \$859,371 | \$3,334,580 | 27 | \$4,192,960 | 27 |
| 1871 | 54,550 | 9,094 | 1,935,322 | 24,212 | 1,975,545 | 2,046,128 | 1,057,141 | 799,059 | 3,207,663 | 79 | 4,006,723 | 58 |
| 1872 | 62,116 | 10,946 | 2,199,465 | 23,369 | 1,732,074 | 2,122,754 | 1,143,771 | 930,214 | 3,288,328 | 31 | 4,218,133 | 29 |
| 1873 | 7,931 | 9,887 | 2,713,512 | 22,258 | 2,762,848 | 2,845,163 | 1,461,288 | 945,072 | 3,294,657 | 99 | 4,589,729 | 74 |
| 1874 | 62,873 | 7,808 | 3,616,724 | 2,991,277 | 2,019,552 | 3,021,966 | 1,574,630 | 1,521,013 | 847,368 | 99 | 3,401,453 | 38 |
| 1875 | 58,225 | 6,111 | 5,076,497 | 17,423 | 7,374 | 3,101,294 | 3,107,234 | 1,307,001 | 759,323 | 24 | 9,922,747 | 88 |
| 1876 | 79,250 | 5,467 | 6,940,910 | 13,189 | 5,639 | 3,031,582 | 3,119,923 | 1,579,294 | 1,546,629 | 14 | 6,654,147 | 87 |
| 1877 | 55,777 | 8,320 | 8,024,574 | 13,084 | 8,341 | 3,012,582 | 3,119,923 | 1,579,294 | 1,546,629 | 14 | 6,654,147 | 87 |
| 1878 | 47,682 | 9,260 | 3,178 | 60,120 | 2,668,258 | 14,601 | 7,316 | 2,682,175 | 2,749,295 | 70 | 3,279,575 | 96 |
| 1879 | 42,077 | 8,114 | 4,351 | 58,122 | 2,667,475 | 10,498 | 7,316 | 2,682,175 | 2,749,295 | 70 | 3,279,575 | 96 |
| 1880 | 44,102 | 7,380 | 8,413 | 60,445 | 2,732,120 | 16,746 | 2,681,916 | 2,761,916 | 3,036,320 | 43 | 3,057,382 | 43 |
| 1881 | 51,389 | 10,264 | 20,646 | 85,299 | 3,187,128 | 20,366 | 26,692 | 2,822,121 | 1,423,817 | 10 | 2,555,930 | 40 |
| 1882 | 75,403 | 20,167 | 122,505 | 3,500,089 | 25,268 | 33,894 | 3,228,186 | 3,183,185 | 1,631,190 | 91 | 3,055,446 | 15 |
| | | | | | | | | | 1,880,455 | | 3,330,251 | 83 |
| | | | | | | | | | 1,021,022 | | 4,134,788 | 55 |
| | | | | | | | | | 1,801,077 | | 4,876,153 | 45 |
| | | | | | | | | | 2,016,169 | | 4,897,185 | 45 |

Mileage.

| YEAR. | MILEAGE. | THROUGH, | | | TOTAL. | | | AV. DISTANCE TRAVELED BY EACH PASSENGER. | | | AVERAGE FARE FROM EACH PASSENGER. | | | AVERAGE PER MILE, ALL CLASSES. | | |
|-------|----------|----------|---------|------|---------|--------|--------|---|------|--------|--------------------------------------|--------|------|-----------------------------------|-------|------|
| | | WAY. | WAY. | WAY. | Miles. | Miles. | Miles. | Through. | Way. | All. | Through. | Way. | All. | Through. | Way. | All. |
| 1870 | 39,495 | 120 | 121,061 | 994 | 160,500 | 114 | 540 | 61 | 77 | \$1.72 | \$1.61 | \$2.03 | 2.75 | 2.612 | 2,612 | |
| 1871 | 36,636 | 830 | 106,517 | 587 | 143,204 | 407 | 510 | 54 | 74 | 11.72 | 1.62 | 1.66 | 2.18 | 2.908 | 2,908 | |
| 1872 | 43,507 | 200 | 118,711 | 286 | 162,308 | 495 | 510 | 55 | 74 | 11.53 | 1.54 | 1.32 | 2.14 | 2.509 | 2,509 | |
| 1873 | 44,378 | 300 | 134,923 | 873 | 173,363 | 173 | 540 | 49 | 63 | 11.48 | 1.31 | 2.13 | 2.09 | 2.542 | 2,542 | |
| 1874 | 40,120 | 380 | 133,104 | 192 | 173,224 | 372 | 540 | 44 | 56 | 11.41 | 1.29 | 1.37 | 2.11 | 2.55 | 2,55 | |
| 1875 | 37,227 | 600 | 127,723 | 261 | 161,450 | 801 | 540 | 41 | 52 | 11.02 | 1.24 | 2.04 | 2.04 | 2.378 | 2,378 | |
| 1876 | 47,704 | 140 | 127,806 | 361 | 175,310 | 501 | 540 | 42 | 56 | 8.46 | 9.6 | 11.74 | 1.57 | 2.28 | 2,090 | |
| 1877 | 32,414 | 800 | 105,651 | 818 | 138,116 | 618 | 540 | 39 | 50 | 10.37 | 1.2 | 1.17 | 1.92 | 2.319 | 2,319 | |
| 1878 | 30,395 | 880 | 103,365 | 111 | 135,702 | 221 | 540 | 38 | 49 | 10.36 | 1.2 | 1.24 | 1.44 | 2.287 | 2,287 | |
| 1879 | 32,640 | 300 | 108,522 | 017 | 141,162 | 317 | 540 | 39 | 49 | 9.65 | 9.33 | 1.11 | 1.79 | 2.35 | 2,293 | |
| 1880 | 46,061 | 460 | 130,087 | 307 | 171,448 | 767 | 540 | 39 | 53 | 8.27 | 8.27 | 1.53 | 1.53 | 2.35 | 2,35 | |
| 1881 | 65,903 | 700 | 141,939 | 515 | 207,953 | 215 | 540 | 39 | 55 | 6.59 | 9.93 | 1.12 | 1.22 | 2.35 | 1,988 | |
| 1882 | 67,645 | 260 | 159,453 | 698 | 227,098 | 958 | 540 | 40 | 55 | 8.55 | 9.6 | 1.19 | 1.58 | 2.40 | 2,157 | |

Rates,

| YEAR. | MILEAGE. | THROUGH, | | | TOTAL. | | | AV. DISTANCE TRAVELED BY EACH PASSENGER. | | | AVERAGE FARE FROM EACH PASSENGER. | | | AVERAGE PER MILE, ALL CLASSES. | | |
|-------|----------|----------|---------|------|---------|--------|--------|---|------|--------|--------------------------------------|--------|------|-----------------------------------|-------|------|
| | | WAY. | WAY. | WAY. | Miles. | Miles. | Miles. | Through. | Way. | All. | Through. | Way. | All. | Through. | Way. | All. |
| 1870 | 39,495 | 120 | 121,061 | 994 | 160,500 | 114 | 540 | 61 | 77 | \$1.72 | \$1.61 | \$2.03 | 2.75 | 2.612 | 2,612 | |
| 1871 | 36,636 | 830 | 106,517 | 587 | 143,204 | 407 | 510 | 54 | 74 | 11.72 | 1.62 | 1.66 | 2.18 | 2.908 | 2,908 | |
| 1872 | 43,507 | 200 | 118,711 | 286 | 162,308 | 495 | 510 | 55 | 74 | 11.53 | 1.54 | 1.32 | 2.14 | 2.509 | 2,509 | |
| 1873 | 44,438 | 300 | 134,923 | 873 | 173,363 | 173 | 540 | 49 | 63 | 11.48 | 1.31 | 2.13 | 2.09 | 2.542 | 2,542 | |
| 1874 | 40,120 | 380 | 133,104 | 192 | 173,224 | 372 | 540 | 44 | 56 | 11.41 | 1.29 | 1.37 | 2.11 | 2.55 | 2,55 | |
| 1875 | 37,227 | 600 | 127,723 | 261 | 161,450 | 801 | 540 | 41 | 52 | 11.02 | 1.24 | 2.04 | 2.04 | 2.378 | 2,378 | |
| 1876 | 47,704 | 140 | 127,806 | 361 | 175,310 | 501 | 540 | 42 | 56 | 8.46 | 9.6 | 11.74 | 1.57 | 2.28 | 2,090 | |
| 1877 | 32,414 | 800 | 105,651 | 818 | 138,116 | 618 | 540 | 39 | 50 | 10.37 | 1.2 | 1.17 | 1.92 | 2.319 | 2,319 | |
| 1878 | 30,395 | 880 | 103,365 | 111 | 135,702 | 221 | 540 | 38 | 49 | 10.36 | 1.2 | 1.24 | 1.44 | 2.287 | 2,287 | |
| 1879 | 32,640 | 300 | 108,522 | 017 | 141,162 | 317 | 540 | 39 | 49 | 9.65 | 9.33 | 1.11 | 1.79 | 2.35 | 2,293 | |
| 1880 | 46,061 | 460 | 130,087 | 307 | 171,448 | 767 | 540 | 39 | 53 | 8.27 | 8.27 | 1.53 | 1.53 | 2.35 | 2,35 | |
| 1881 | 65,903 | 700 | 141,939 | 515 | 207,953 | 215 | 540 | 39 | 55 | 6.59 | 9.93 | 1.12 | 1.22 | 2.35 | 1,988 | |
| 1882 | 67,645 | 260 | 159,453 | 698 | 227,098 | 958 | 540 | 40 | 55 | 8.55 | 9.6 | 1.19 | 1.58 | 2.40 | 2,157 | |

**NUMBER OF PASSENGERS LEAVING EACH STATION,
AND
Revenue Derived Therefrom.**

| STATIONS. | NUMBER OF PASSENGERS | | | EARNINGS. | | |
|-----------------------|----------------------|---------|---------|--------------|------------|------------|
| | 1882 | 1881 | 1880 | 1882 | 1881 | 1880 |
| Buffalo | 268,500 | 247,995 | 200,589 | \$ 1,074,470 | \$ 856,397 | \$ 771,465 |
| West Seneca | 4,928 | 4,798 | 5,104 | 725 | 673 | 690 |
| Bay View | 2,293 | 1,836 | 2,732 | 485 | 420 | 524 |
| Athol | 257 | 330 | 93 | 50 | 66 | 18 |
| Hamburg | 1,528 | 1,607 | 1,667 | 626 | 600 | 612 |
| Lake View | 5,273 | 4,012 | 2,756 | 1,946 | 1,515 | 1,078 |
| Derby | 3,703 | 3,729 | 3,263 | 1,265 | 1,346 | 1,181 |
| Angola | 12,329 | 12,085 | 9,994 | 5,736 | 5,557 | 4,808 |
| Farnham | 3,309 | 2,974 | 3,398 | 1,232 | 1,148 | 918 |
| Irving | 4,487 | 3,828 | 3,089 | 1,655 | 1,504 | 1,224 |
| Silver Creek | 15,621 | 12,800 | 12,522 | 8,476 | 6,749 | 6,073 |
| Sheridan | 862 | 936 | 661 | 213 | 242 | 185 |
| Dunkirk | 60,684 | 55,959 | 51,923 | 69,178 | 68,752 | 71,348 |
| Morian | 174 | 185 | 144 | 54 | 47 | 52 |
| Brocton | 28,980 | 28,535 | 26,154 | 23,787 | 24,315 | 23,277 |
| Westfield | 13,615 | 12,804 | 11,489 | 10,765 | 9,768 | 9,026 |
| Ripley Crossing | 1,324 | 1,359 | 940 | 261 | 250 | 223 |
| Ripley | 6,095 | 5,872 | 5,231 | 2,557 | 2,550 | 2,342 |
| State Line | 3,042 | 2,857 | 2,713 | 1,091 | 1,083 | 853 |
| Northeast | 22,505 | 21,521 | 18,445 | 11,849 | 11,200 | 9,732 |
| Moorhead | 3,245 | 3,398 | 2,902 | 843 | 820 | 839 |
| Harbor Creek | 5,764 | 5,265 | 4,123 | 1,436 | 1,224 | 1,046 |
| Wesleyville | 2,113 | 1,671 | 1,108 | 249 | 184 | 171 |
| Erie | 94,386 | 81,778 | 72,377 | 116,901 | 104,382 | 90,995 |
| Swanville | 3,168 | 2,433 | 1,986 | 878 | 692 | 543 |
| Fairview | 5,313 | 5,394 | 4,570 | 2,139 | 2,073 | 1,767 |
| Girard | 31,399 | 29,773 | 25,501 | 22,558 | 18,120 | 15,615 |
| Springfield | 2,062 | 2,627 | 1,959 | 1,241 | 1,492 | 1,105 |
| Conneaut | 14,020 | 12,841 | 10,603 | 12,753 | 11,164 | 9,789 |
| Amboy | 767 | 641 | 517 | 228 | 179 | 180 |
| Kingsville | 6,660 | 6,003 | 4,489 | 3,088 | 3,041 | 2,514 |
| Oil City | 13,613 | 11,083 | 11,966 | 7,651 | 6,458 | 6,434 |
| Reno | 2,531 | 2,474 | 3,089 | 308 | 359 | 443 |
| Run | 140 | 116 | 192 | 22 | 18 | 26 |
| Franklin | 18,231 | 15,884 | 16,586 | 9,993 | 9,085 | 9,531 |
| Summit | 318 | 217 | 205 | 87 | 57 | 52 |
| Polk | 3,464 | 3,068 | 2,590 | 1,013 | 912 | 795 |
| Rayminton | 4,446 | 3,910 | 4,119 | 1,529 | 1,287 | 1,336 |
| Sandy Lake | 9,345 | 8,557 | 8,712 | 3,340 | 3,132 | 2,964 |
| Stoneboro | 12,390 | 9,985 | 10,068 | 5,804 | 5,009 | 4,482 |
| Clark | 2,001 | 1,836 | 1,878 | 666 | 648 | 650 |
| Hadley | 3,227 | 2,829 | 2,500 | 1,383 | 1,181 | 1,029 |
| Salem | 484 | 371 | 400 | 209 | 133 | 138 |
| Amasa | 3,582 | 3,249 | 2,994 | 1,823 | 1,674 | 1,574 |
| Jamestown | 5,377 | 5,303 | 5,628 | 4,318 | 4,295 | 4,656 |
| Turner | 365 | 292 | 298 | 74 | 66 | 43 |
| Simon | 810 | 657 | 620 | 282 | 237 | 223 |
| Youngstown | 15,051 | 12,758 | 9,717 | 20,644 | 14,339 | 10,103 |
| Thornhill | 32 | 34 | 118 | 14 | 7 | 76 |
| Doughton | 633 | 500 | 516 | 177 | 129 | 184 |
| Coalburgh | 4,385 | 3,761 | 3,784 | 1,204 | 999 | 1,060 |
| Brookfield | 936 | 701 | 770 | 322 | 243 | 317 |
| Tyrrell Hill | 1,576 | 1,371 | 1,025 | 675 | 573 | 472 |
| Fowler | 1,117 | 1,088 | 798 | 558 | 509 | 405 |
| Latimer | 1,953 | 1,393 | 1,253 | 690 | 494 | 401 |
| Kinsman | 3,687 | 3,591 | 2,483 | 2,401 | 2,237 | 1,778 |
| Gravel Pit | 317 | 304 | 272 | 84 | 48 | 70 |
| Stanhope | 466 | 550 | 413 | 140 | 132 | 131 |
| Williamsfield | 4,258 | 3,561 | 3,485 | 1,912 | 1,661 | 1,633 |
| Andover | 10,287 | 9,099 | 7,894 | 5,092 | 4,753 | 3,856 |
| Leon | 4,433 | 3,334 | 3,444 | 1,751 | 1,497 | 1,537 |
| Dorset | 4,557 | 3,443 | 2,779 | 1,716 | 1,389 | 1,058 |
| Jefferson | 19,529 | 16,448 | 14,533 | 9,161 | 7,749 | 6,808 |
| Griggs | 829 | 612 | 408 | 196 | 165 | 114 |
| Plymouth | 889 | 741 | 680 | 165 | 139 | 136 |
| Ashtabula | 54,476 | 48,590 | 40,099 | 49,553 | 40,975 | 35,754 |
| Saybrook | 1,848 | 2,067 | 1,289 | 628 | 796 | 667 |
| Geneva | 23,544 | 21,308 | 19,220 | 16,434 | 14,413 | 12,840 |
| Unionville | 3,807 | 3,604 | 3,060 | 1,743 | 1,596 | 1,443 |
| Madison | 10,275 | 9,670 | 8,511 | 4,908 | 4,906 | 4,247 |

NUMBER OF PASSENGERS LEAVING EACH STATION—Continued.

| STATIONS. | NUMBER OF PASSENGERS. | | | EARNINGS. | | |
|----------------------|-----------------------|---------|---------|-----------|----------|----------|
| | 1882 | 1881 | 1880 | 1882 | 1881 | 1880 |
| Perry | 5,062 | 5,132 | 4,014 | \$ 1,917 | \$ 1,982 | \$ 1,579 |
| Lane | 1,475 | 1,472 | 928 | 264 | 261 | 191 |
| Painesville | 46,265 | 46,302 | 41,362 | 40,707 | 37,853 | 34,050 |
| Heisley | 558 | 463 | 264 | 210 | 158 | 99 |
| Mentor | 7,769 | 8,249 | 14,220 | 3,541 | 3,711 | 4,876 |
| Reynolds | 434 | 459 | 547 | 178 | 181 | 187 |
| Willoughby | 17,066 | 17,256 | 14,089 | 8,354 | 8,131 | 7,185 |
| Wickliffe | 3,731 | 4,166 | 3,147 | 1,188 | 1,190 | 781 |
| Noble | 1,078 | 1,268 | 925 | 275 | 289 | 246 |
| Nottingham | 7,069 | 6,311 | 5,447 | 1,837 | 1,661 | 1,384 |
| Collinwood | 12,327 | 11,238 | 8,939 | 2,242 | 3,036 | 2,457 |
| Coit | 9,826 | 7,107 | 6,934 | 949 | 870 | 641 |
| Glenville | 8,207 | 25,687 | 24,219 | 1,898 | 5,943 | 5,710 |
| Cleveland | 325,441 | 278,472 | 253,775 | 706,907 | 578,603 | 505,985 |
| West Cleveland | 1,248 | 1,079 | 903 | 214 | 146 | 120 |
| Rockport | 1,370 | 1,135 | 1,090 | 328 | 281 | 205 |
| Town Line | 468 | 479 | 314 | 120 | 121 | 79 |
| Berea | 17,316 | 15,879 | 14,788 | 10,018 | 9,512 | 9,342 |
| Olmstead Falls | 6,615 | 5,281 | 4,207 | 2,716 | 2,175 | 1,663 |
| Shawville | 5,898 | 4,769 | 3,800 | 2,122 | 1,790 | 1,320 |
| Elyria | 70,010 | 62,667 | 56,157 | 53,648 | 49,096 | 46,598 |
| Amherst | 13,913 | 12,556 | 11,215 | 6,457 | 6,068 | 5,465 |
| Brownhelm | 4,359 | 4,082 | 3,250 | 1,470 | 1,373 | 1,165 |
| Vermillion | 13,930 | 12,531 | 9,900 | 7,787 | 6,803 | 5,386 |
| Ceylon | 5,450 | 4,373 | 3,741 | 2,296 | 1,999 | 1,631 |
| Huron | 11,694 | 10,682 | 8,640 | 5,646 | 5,424 | 4,543 |
| Sandusky | 46,348 | 39,175 | 35,046 | 42,210 | 38,281 | 33,002 |
| Venice | 1,574 | 1,700 | 1,469 | 564 | 574 | 498 |
| Danbury | 3,376 | 3,307 | 3,039 | 1,011 | 1,036 | 1,215 |
| Gypsum | 3,286 | 2,793 | 2,961 | 917 | 886 | 847 |
| Port Clinton | 18,776 | 16,369 | 15,755 | 8,704 | 8,419 | 8,095 |
| La Carne | 2,474 | 2,336 | 2,127 | 851 | 814 | 724 |
| Oak Harbor | 10,707 | 10,003 | 8,257 | 4,669 | 4,316 | 3,606 |
| Rocky Ridge | 7,370 | 6,798 | 5,603 | 2,574 | 2,652 | 1,967 |
| Graytown | 5,628 | 5,451 | 4,697 | 2,265 | 2,309 | 1,910 |
| Martin | 3,997 | 4,069 | 4,380 | 1,583 | 1,622 | 1,874 |
| Oberlin | 33,689 | 30,270 | 27,477 | 25,593 | 23,659 | 21,587 |
| Kipton | 4,939 | 4,348 | 4,327 | 2,415 | 2,220 | 2,093 |
| Wakeman | 9,606 | 9,104 | 8,790 | 6,067 | 6,133 | 5,551 |
| Collins | 6,001 | 5,406 | 4,918 | 2,785 | 2,717 | 2,555 |
| Norwalk | 47,181 | 46,212 | 40,751 | 38,556 | 35,523 | 31,219 |
| Monroeville | 28,011 | 29,749 | 27,616 | 22,883 | 24,437 | 21,954 |
| Bellevue | 23,734 | 20,014 | 17,968 | 15,449 | 13,304 | 11,486 |
| Clyde | 30,859 | 36,700 | 32,133 | 25,806 | 27,927 | 25,126 |
| Fremont | 43,144 | 43,608 | 42,663 | 38,760 | 36,767 | 34,962 |
| Lindsey | 5,683 | 5,127 | 4,973 | 1,906 | 1,721 | 1,649 |
| Elmore | 13,544 | 12,944 | 11,888 | 6,486 | 6,109 | 5,615 |
| Genoa | 10,631 | 10,241 | 9,506 | 4,182 | 4,075 | 3,922 |
| Millbury | 10,656 | 9,572 | 7,670 | 3,137 | 2,946 | 2,532 |
| East Toledo | 2,444 | 2,418 | 1,645 | 1,441 | 1,472 | 1,057 |
| Detroit | 41,001 | 37,412 | 30,740 | 77,371 | 68,507 | 62,564 |
| Grand Trunk Junction | 4,081 | 4,421 | 4,191 | 6,176 | 7,844 | 7,638 |
| Ecorse | 1,846 | 1,662 | 694 | 539 | 589 | 484 |
| Wyandotte | 7,713 | 8,587 | 4,442 | 3,059 | 3,391 | 2,052 |
| Trenton | 5,855 | 4,879 | 2,763 | 2,027 | 1,908 | 1,798 |
| Chandler | 5,558 | 5,084 | 4,379 | 2,546 | 2,388 | 1,989 |
| Rockwood | 3,899 | 4,282 | 2,330 | 1,855 | 1,953 | 1,230 |
| Newport | 3,574 | 3,029 | 1,520 | 1,351 | 1,168 | 597 |
| Stony Creek | 750 | 576 | 203 | 184 | 172 | 76 |
| Monroe | 27,703 | 26,750 | 21,977 | 22,601 | 25,064 | 21,017 |
| Strasburg | 705 | 317 | 390 | 200 | 78 | 111 |
| Ida | 3,694 | 3,339 | 3,068 | 1,429 | 1,282 | 1,191 |
| Federman | 3,409 | 2,934 | 3,074 | 1,099 | 1,120 | 1,146 |
| Petersburg | 6,797 | 6,382 | 5,727 | 2,970 | 2,839 | 2,564 |
| Deerfield | 7,207 | 7,122 | 6,361 | 2,928 | 2,999 | 2,469 |
| Corbus | 1,371 | 878 | 942 | 394 | 298 | 325 |
| Sisson | 1,476 | 1,575 | 1,318 | 310 | 330 | 236 |
| Wellsboro | 881 | 870 | 671 | 252 | 238 | 180 |
| La Salle | 661 | 572 | 498 | 151 | 138 | 118 |
| Vienna | 1,449 | 1,325 | 1,204 | 626 | 604 | 479 |
| Alexis | 221 | 186 | 119 | 92 | 72 | 45 |
| West Toledo | 453 | 318 | 553 | 225 | 191 | 309 |
| Wagon Works | 21,983 | 13,290 | 11,200 | 2,287 | 1,681 | 1,308 |
| Toledo | 215,302 | 187,508 | 168,407 | 318,765 | 276,560 | 256,724 |
| Air Line Junction | 3,076 | 3,291 | 3,027 | 1,823 | 1,866 | 1,631 |

NUMBER OF PASSENGERS LEAVING EACH STATION—Continued.

| STATIONS. | NUMBER OF PASSENGERS. | | | EARNINGS. | | |
|-----------------|-----------------------|---------|--------|-----------|---------|--------|
| | 1882 | 1881 | 1880 | 1882 | 1881 | 1880 |
| Richards | 887 | 583 | 510 | \$ 271 | \$ 216 | \$ 194 |
| Sylvania | 7,792 | 7,415 | 6,591 | 3,005 | 2,772 | 2,472 |
| Ottawa Lake | 3,863 | 3,639 | 3,598 | 1,687 | 1,478 | 1,372 |
| Riga | 3,536 | 3,647 | 3,905 | 1,321 | 1,357 | 1,414 |
| Blissfield | 15,084 | 12,939 | 12,354 | 7,010 | 6,683 | 6,131 |
| Grosvenor | 13,563 | 11,271 | 10,032 | 7,388 | 6,840 | 6,157 |
| Palmyra | 132 | 120 | 210 | 41 | 43 | 74 |
| Lenawee | 13,309 | 12,165 | 11,184 | 5,685 | 5,382 | 4,696 |
| Adrian | 73,767 | 63,906 | 57,841 | 62,298 | 55,842 | 52,557 |
| Chase | 842 | 758 | 667 | 207 | 199 | 156 |
| Tecumseh | 21,262 | 18,511 | 18,096 | 12,705 | 12,022 | 11,664 |
| Clinton | 9,669 | 8,382 | 8,772 | 4,672 | 3,990 | 4,327 |
| River Raisin | 368 | 312 | 347 | 150 | 119 | 124 |
| Ypsilanti | 5,144 | * 2,150 | — | 4,103 | * 1,546 | — |
| Pittsfield | 1,435 | * 520 | — | 611 | * 182 | — |
| Saline | 3,571 | * 1,462 | — | 1,746 | * 592 | — |
| Bridgewater | 1,035 | * 385 | — | 355 | * 137 | — |
| Watkins | 219 | * 81 | — | 94 | * 38 | — |
| Brooklyn | 2,298 | * 774 | — | 1,170 | * 509 | — |
| Woodstock | 685 | * 335 | — | 314 | * 163 | — |
| Somerset | 1,099 | * 419 | — | 572 | * 206 | — |
| Somerset Centre | 1,631 | * 493 | — | 656 | * 205 | — |
| Jerome | 2,184 | * 722 | — | 790 | * 267 | — |
| North Adams | 3,515 | * 1,482 | — | 1,276 | * 498 | — |
| Bankers | 4,499 | * 1,195 | — | 1,619 | * 318 | — |
| Manchester | 14,252 | 10,613 | 7,190 | 7,857 | 5,421 | 4,148 |
| Norvell | 2,930 | 3,080 | 2,713 | 1,156 | 1,155 | 1,106 |
| Napoleon | 6,307 | 5,799 | 4,993 | 2,620 | 2,333 | 2,025 |
| Eldred | 481 | 332 | 280 | 123 | 84 | 79 |
| Jackson | 37,459 | 26,198 | 20,084 | 41,707 | 32,298 | 27,530 |
| Wilsons | 69 | — | — | 14 | — | — |
| Horton | 1,618 | — | — | 680 | — | — |
| Hanover | 2,356 | — | — | 937 | — | — |
| Stony Point | 95 | — | — | 32 | — | — |
| Scipio | 868 | — | — | 420 | — | — |
| Reading | 3,144 | — | — | 2,044 | — | — |
| Montgomery | 1,163 | — | — | 742 | — | — |
| Ray | 848 | — | — | 520 | — | — |
| Fremont | 2,365 | — | — | 1,684 | — | — |
| Angola | 4,898 | — | — | 3,356 | — | — |
| Pleasant Lake | 2,031 | — | — | 1,053 | — | — |
| Summit | 723 | — | — | 258 | — | — |
| Auburn | 3,292 | — | — | 1,706 | — | — |
| Auburn Junction | 1,690 | — | — | 1,505 | — | — |
| St. Johns | 226 | — | — | 88 | — | — |
| New Era | 275 | — | — | 110 | — | — |
| Stoners | 92 | — | — | 37 | — | — |
| Huntertown | 138 | — | — | 58 | — | — |
| Carrolls | 77 | — | — | 23 | — | — |
| Academie | 480 | — | — | 159 | — | — |
| Fort Wayne | 5,495 | — | — | 6,372 | — | — |
| Clayton | 7,874 | 6,959 | 6,357 | 4,053 | 3,634 | 3,523 |
| Hudson | 24,599 | 20,673 | 19,936 | 18,480 | 17,098 | 16,521 |
| Pittsford | 7,066 | 5,673 | 5,235 | 3,156 | 2,848 | 2,490 |
| Osseo | 4,556 | 3,998 | 3,572 | 2,355 | 2,010 | 1,846 |
| Hillsdale | 44,213 | 38,591 | 29,932 | 33,257 | 26,529 | 24,477 |
| Jonesville | 38,915 | 32,629 | 28,424 | 26,241 | 20,647 | 18,435 |
| Litchfield | 6,026 | 5,962 | 6,253 | 2,736 | 2,976 | 2,636 |
| Homer | 7,646 | 6,938 | 7,727 | 3,768 | 3,449 | 3,578 |
| Condit | 434 | 388 | 463 | 141 | 120 | 154 |
| Albion | 14,625 | 13,018 | 11,638 | 7,852 | 7,159 | 6,395 |
| Devereux | 1,893 | 1,714 | 1,933 | 600 | 548 | 661 |
| Springport | 6,152 | 5,645 | 5,173 | 2,682 | 2,622 | 2,271 |
| Charlesworth | 1,890 | 1,812 | 1,707 | 620 | 524 | 504 |
| Eaton Rapids | 11,187 | 10,596 | 9,550 | 7,899 | 7,344 | 6,380 |
| Kingsland | 552 | 360 | 236 | 334 | 108 | 68 |
| Dimondale | 3,507 | 3,401 | 3,520 | 1,437 | 1,517 | 1,509 |
| Packard | 141 | 102 | 53 | 44 | 31 | 13 |
| South Lansing | 42 | 41 | 42 | 34 | 20 | 20 |
| Lansing | 15,034 | 13,814 | 12,657 | 15,226 | 15,863 | 14,888 |
| North Lansing | 500 | 458 | 344 | 541 | 596 | 566 |
| Allen | 3,680 | 3,651 | 3,550 | 2,473 | 2,292 | 2,420 |
| Quincy | 12,520 | 11,740 | 10,051 | 8,062 | 7,551 | 6,495 |

*September 19th to December 31st, 1881.

†September 1st to December 31st, 1882.

NUMBER OF PASSENGERS LEAVING EACH STATION—Concluded.

| STATIONS. | NUMBER OF PASSENGERS. | | | EARNINGS. | | |
|-----------------------|-----------------------|---------|---------|-----------|-----------|-----------|
| | 1882 | 1881 | 1880 | 1882 | 1881 | 1880 |
| Coldwater | 33,108 | 30,495 | 27,611 | \$ 34,073 | \$ 31,169 | \$ 29,324 |
| Batavia | 1,055 | 1,214 | 1,672 | 672 | 611 | 500 |
| Bronson | 10,306 | 9,368 | 8,873 | 7,304 | 6,684 | 6,262 |
| Burr Oak | 8,472 | 7,668 | 7,634 | 4,909 | 4,172 | 3,938 |
| Sturgis | 18,031 | 16,616 | 16,758 | 16,798 | 15,290 | 14,992 |
| Klinger Lake | 4,316 | 3,669 | 7,248 | 1,245 | 1,132 | 1,669 |
| White Pigeon | 24,220 | 20,945 | 21,803 | 17,827 | 16,298 | 16,665 |
| Constantine | 11,586 | 9,954 | 10,574 | 5,069 | 4,554 | 4,262 |
| Florence | 257 | 290 | 412 | 66 | 76 | 82 |
| Three Rivers | 19,375 | 15,333 | 16,970 | 12,750 | 10,283 | 10,286 |
| Moorepark | 1,918 | 1,773 | 1,818 | 760 | 822 | 704 |
| Flowerfield | 1,600 | 1,566 | 1,356 | 690 | 665 | 612 |
| Schoolcraft | 10,524 | 9,888 | 10,505 | 5,958 | 5,920 | 5,406 |
| Portage | 1,824 | 1,214 | 1,022 | 394 | 277 | 295 |
| Kalamazoo | 32,020 | 26,327 | 27,824 | 27,346 | 25,426 | 24,007 |
| Cooper | 540 | 408 | 382 | 201 | 137 | 136 |
| Argenta | 1,259 | 1,285 | 1,349 | 411 | 453 | 415 |
| Plainwell | 8,631 | 7,216 | 6,668 | 5,084 | 3,800 | 3,287 |
| Otsego | 8,782 | 7,865 | 7,653 | 4,295 | 3,879 | 3,512 |
| Abronia | 1,169 | 864 | 968 | 509 | 348 | 463 |
| Allegan | 19,891 | 19,297 | 18,529 | 17,525 | 16,460 | 14,897 |
| Hopkins | 6,011 | 6,050 | 5,435 | 3,156 | 2,896 | 2,626 |
| Hilliards | 2,651 | 2,747 | 3,070 | 1,401 | 1,464 | 1,504 |
| Dorr | 4,455 | 4,388 | 4,087 | 2,613 | 2,536 | 2,520 |
| Byron | 5,155 | 4,696 | 4,400 | 2,358 | 2,255 | 1,989 |
| Grandville | 473 | 393 | 439 | 205 | 178 | 179 |
| Eagle Mills | 507 | 555 | 431 | 90 | 75 | 70 |
| Grand Rapids | 22,549 | 19,840 | 19,268 | 32,301 | 30,392 | 27,928 |
| Vistula | 3,375 | 3,076 | 2,912 | 1,929 | 1,739 | 1,630 |
| Bristol | 7,177 | 5,551 | 6,288 | 2,930 | 2,464 | 2,516 |
| Holland | 2,427 | 2,482 | 2,018 | 802 | 784 | 686 |
| Swanton | 8,781 | 7,552 | 6,989 | 4,276 | 3,864 | 3,505 |
| Delta | 11,773 | 10,863 | 10,150 | 6,010 | 5,505 | 5,053 |
| Wauseon | 22,658 | 18,997 | 18,978 | 14,061 | 12,371 | 11,857 |
| Pettisville | 5,526 | 4,059 | 3,757 | 1,857 | 1,572 | 1,376 |
| Archbald | 8,908 | 6,812 | 7,064 | 4,093 | 3,605 | 3,619 |
| Stryker | 8,892 | 8,305 | 8,918 | 5,197 | 4,999 | 4,772 |
| Bryan | 21,031 | 20,244 | 22,786 | 17,943 | 18,383 | 18,783 |
| Melbern | 1,321 | 1,024 | 956 | 434 | 403 | 390 |
| Edzerton | 9,023 | 8,906 | 9,599 | 5,394 | 4,947 | 5,115 |
| Butler | 10,805 | 11,862 | 9,773 | 8,507 | 9,808 | 7,444 |
| Waterloo | 21,161 | 13,874 | 13,189 | 15,620 | 11,949 | 11,888 |
| Sedan | 501 | 347 | 506 | 92 | 88 | 100 |
| Corunna | 3,935 | 3,296 | 3,690 | 1,394 | 1,299 | 1,305 |
| Kendallville | 18,923 | 15,922 | 16,191 | 16,943 | 15,651 | 14,722 |
| Brimfield | 3,306 | 2,478 | 2,565 | 1,572 | 1,311 | 1,322 |
| Wawaka | 3,015 | 2,298 | 2,475 | 1,157 | 879 | 874 |
| Ligonier | 14,571 | 12,340 | 12,605 | 11,252 | 9,913 | 9,313 |
| Millersburg | 3,702 | 2,763 | 3,225 | 1,396 | 1,509 | 1,235 |
| Goshen | 34,973 | 30,350 | 28,934 | 23,957 | 21,144 | 19,568 |
| Dunlap | 1,082 | 655 | 635 | 210 | 121 | 123 |
| Elkhart | 81,072 | 73,119 | 70,134 | 75,227 | 68,634 | 63,016 |
| Osceola | 1,760 | 1,470 | 1,748 | 521 | 428 | 549 |
| Mishawaka | 15,923 | 14,896 | 14,239 | 6,809 | 6,343 | 5,769 |
| South Bend | 55,493 | 50,682 | 49,015 | 55,732 | 51,479 | 46,574 |
| Warren | 987 | 770 | 829 | 307 | 272 | 283 |
| Terre Coupee | 1,073 | 766 | 889 | 425 | 352 | 379 |
| Carlisle | 7,336 | 6,950 | 6,227 | 4,011 | 3,739 | 3,271 |
| Rolling Prairie | 5,386 | 4,872 | 4,293 | 2,055 | 1,946 | 1,801 |
| La Porte | 38,316 | 32,638 | 30,905 | 37,263 | 32,551 | 30,697 |
| Durham | 15 | 133 | 158 | 2 | 65 | 70 |
| Otis | 6,310 | 5,960 | 4,606 | 4,343 | 3,834 | 3,378 |
| Burdick | 1,505 | 1,336 | 1,044 | 542 | 584 | 451 |
| Chesterton | 3,533 | 3,329 | 2,610 | 2,460 | 2,338 | 1,830 |
| Millers | 1,194 | 899 | 610 | 831 | 614 | 439 |
| Pine | 97 | 104 | 160 | 59 | 76 | 85 |
| Whiting | 2,756 | 1,816 | 1,604 | 709 | 589 | 495 |
| Colehour | 10,870 | 10,901 | 10,719 | 2,196 | 2,218 | 1,908 |
| 109th Street | 11,863 | 11,353 | 8,174 | 1,844 | 1,556 | 1,095 |
| South Chicago | 64,947 | 47,718 | 34,225 | 14,177 | 10,298 | 7,251 |
| Grand Crossing | 13,395 | 13,475 | 12,916 | 4,678 | 4,248 | 4,409 |
| Brookline | 582 | 399 | 344 | 51 | 48 | 45 |
| Englewood | 45,516 | 47,518 | 46,356 | 8,779 | 9,488 | 8,510 |
| Chicago | 257,087 | 217,475 | 187,151 | 870,938 | 688,604 | 645,017 |
| Chicago [City Travel] | 285,503 | 294,573 | 262,452 | | | |

HISTORICAL.

BY C. P. LELAND.

A copy of Dinsmore's *American Railway Guide*, issued early in 1851, has come into my possession. As it is possibly the only one in existence, and liable to be lost, the salient features of it will form the basis of this article, in order to save a little of our rapidly perishing early railroad history.

This guide is about the size of one of Harper's *Half Hour Series*, and gives the movement of trains on the then existing railroads, generally unfinished and in course of construction.

The number of miles of roads aggregated 8,754, being but 8½ per cent. of the present mileage. The railroads of Wisconsin, Iowa, Minnesota, Kansas, Nebraska, and in fact, all that vast region from the Mississippi River to the Pacific Ocean, are left out of this guide, for the excellent reason that there were none.

One little page sufficed for the railroad system of Illinois (now our leading railroad State). On this page are but two roads, the Galena & Chicago Union, William B. Ogden, President, John B. Turner, Superintendent; Chicago to Elgin, 42 miles, and the Sangamon & Morgan Railroad, Robert Schuyler, President; Springfield to Naples, 54 miles. Thus the railroad system of Illinois, in 1851, footed up 96 miles—against 8,541, June 30, 1882.

Let us glance at the condition of what is now the New York Central & Hudson River R. R., in 1851. The Hudson River R. R., James Boorman, President, and Oliver H. Lee, Superintendent, was running trains from New York to Poughkeepsie—75 miles—where passengers were invited to take the steamboat *ARMENIA* to Albany.

Albany was the eastern terminus of the "Albany & Buffalo Railroad Line," made up of five railroads, as follows: Albany & Schenectady R. R., J. T. Norton, President; Utica & Schenectady R. R., E. Corning, President, C. Vibbard, Superintendent; Syracuse & Utica R. R., John Wilkinson, President and Superintendent; Rochester & Syracuse R. R., H. B. Gibson, President; Carlos Dutton, Superintendent; Buffalo & Rochester R. R., Joseph Field, President; Henry Martin, Superintendent. Distance, Albany to Buffalo, 328 miles. Fare, \$9.

The day express left Albany 7:30, a. m.; arrived at Buffalo 9:30, p. m.—14 hours.

The night train took sixteen hours. This was a great improvement over the arrangement of a few years previous, indicated in the following newspaper item, of February, 1843—just after the completion of the last link of this chain of five roads :

"At a railroad meeting held recently in Albany, all the companies between Albany and Buffalo were represented by delegates. They resolved to run one daily train each way, *stopping over night at Auburn*. After March 15th, two daily trains to run through in *twenty-five hours*." Fare, \$10.

One page of this little railroad guide of 1851 suffices for what then existed of the present Lake Shore & Michigan Southern Railway system. On this page is one train each way on the Michigan Southern Railroad ; Toledo and Monroe to Coldwater, 90 miles.

Construction was being rapidly pushed by seven railroad corporations all along the line between Buffalo and Chicago. The Michigan Southern, Geo. Bliss, President, and Michigan Central, John M. Forbes, President, were running a construction race for Chicago, which city both reached in May, 1852.

In January, 1853, the Cleveland & Toledo laid the last rail ; that completed the first continuous railroad line from New York and Boston to Chicago.

The railroad line between Cleveland and Cincinnati, formed by the Cleveland, Columbus & Cincinnati, Alfred Kelly, President, and the Little Miami, Jacob Strader, President, was opened through, February 22d, 1851.

One page of the guide is devoted to the Pennsylvania Railroad, William C. Patterson, President, from Dillersville to Hollidaysburg, 174 miles. The Columbia & Philadelphia Railroad, owned by the Commonwealth of Pennsylvania—but run by the Pennsylvania R. R.—formed the Eastern Division of the Pennsylvania Railroad.

The Baltimore & Ohio Railroad, Thomas Swan, President, occupies two pages of the guide, with the main line from Baltimore to Cumberland, 179 miles, and the Washington Branch.

The New York & Erie Railroad, Ben. Loder, President, and Chas. Minot, Superintendent, was completed and opened through from New York to Dunkirk in May, 1851, after a fifteen years struggle. Immediately afterward, Addison Hills was appointed agent at Dunkirk.

The *personnel* of the then small railroad system of this country is especially interesting to railroad men. In addition to the names already given, are the following: J. Phillips Phoenix, President, and John P. Jackson, Vice-President New Jersey Railroad. Robert L. Stevens, President, and Edwin A. Stevens, Superintendent Camden & Amboy Railroad. John Tucker, President, and G. A. Nicolls, Superintendent, Philadelphia & Reading R. R. S. M. Felton, President, and I. R. Trimble, Superintendent, Philadelphia, Wilmington & Baltimore R. R. Albert H. Tracy, President, Buffalo & Niagara Falls R. R. John W. Brooks was Engineer and Superintendent (afterwards President) Michigan Central R. R.

Robert Schuyler's name appears as President of three roads: the New York & New Haven, the Harlem and the little Illinois road, Sangamon & Morgan.

John Brough was President and Superintendent of the Madison & Indianapolis R. R.

Wm. H. Swift was President, and Henry Gray, Superintendent of the Western R. R.

Thomas Hopkinson was President, and Ginery Twitchell, Superintendent of the Boston & Worcester R. R. These two roads were afterwards consolidated into the Boston & Albany R. R.

Chester W. Chapin was President of the Connecticut River Railroad.

The only *Receiver*, who appears in this little guide, was Moses Maynard, Jr., Receiver of the Long Island Railroad.

R. B. Mason was Superintendent of the New York & New Haven R. R.

Charles F. Pond was President of the New Haven, Hartford & Springfield Railroad.

L. Tilton was Superintendent of the Cheshire R. R.

Charles Paine (an uncle of *our* Charles Paine) was President, and James Moore, Superintendent of the Vermont Central Railroad, a road that has graduated many now distinguished railroad men.

The little Lockport & Niagara Falls Railroad, 24 miles, was officered by Washington Hunt, President, and Hiram Walbridge, Superintendent.

Among the New England railroad Presidents were Wm. P. Burrall, of the Housatonic; E. Ferris Bishop, of the Naugatuck; Thomas Whittemore, of the Vermont & Massachusetts; T. Follett, of the Rutland & Burlington; Jacob Foster, of the Fitchburg; Charles H. Warren, of the Boston & Providence; John Howe, of the Boston & Maine; and D. A. Neal, of the Eastern.

Edward H. Brodhead was Superintendent of the Hartford, Providence & Fishkill, but left soon after for Milwaukee, where he was for many years Superintendent of the Milwaukee & Mississippi Railroad, now part of the great Chicago, Milwaukee & St. Paul Railway.

It is a remarkable fact, that but two prominent railroad men of to day, Herman Haupt and James Moore, figure in this little guide of 1851.

William H. Vanderbilt was running a farm on Staten Island. His railroad life commenced in 1865, when he was elected Vice-President of the Harlem Railroad.

Jay Gould was a boy of 16 on a \$2500 farm at Roxbury, Delaware Co., N.Y.

Albert Keep was running a country store at Whitewater, Wisconsin.

Alexander Mitchell was then, as now, a great banker, and his railroad experience was confined to carrying and endorsing paper for the struggling Milwaukee & Mississippi Railroad.

S. S. Merrill was boss of a construction gang, and was anxiously looking forward to the completion of the same road to Waukesha, 20 miles, when he would get a passenger train to run.

John F. Tracy, then a young man, was Superintendent of the Erie & & Northeast Railroad, 20 miles. It was the change of gauge of this road from six feet to the standard gauge, that precipitated the Erie war, of which John F. Tracy was the hero. His pluck was manifested upon many a larger field subsequently, notably when he carried the first bridge across the Mississippi (at Rock Island) against the river interest, the courts, and even his own directors.

M. L. Sykes was a clerk for Charles F. Pond, President of the New Haven, Hartford & Springfield, but was soon made, at a very youthful period of his life (21, I think,) Superintendent of the Hudson River Railroad. His successor, as Superintendent Hudson River Railroad, was A. F. Smith, who, in 1851, was Superintendent of the Cumberland Valley R. R. (Pa.)

J. H. Devereux was carrying a rod on the now L. S. & M. S., between Cleveland and Erie.

John Newell and Charles Paine were similarly employed in Vermont.

J. N. McCullough held some subordinate position on the Cleveland & Pittsburgh, then in course of construction, as did Thomas A. Scott on the Pennsylvania.

H. H. Porter was a boy of 16 in Maine, but dug out for Chicago, where he entered the office of John B. Turner, then Superintendent of the Galena road.

The list might be extended indefinitely, did not the length of this paper forbid. The instances given are, however, typical of all the marvellous changes in thirty-two years.

Railroad items in the newspapers, forty years ago (1842-3) were few and far between. It is not difficult to account for this, as there were but 4,200 miles of railroad in the whole United States, (less than are operated by one corporation now) not a single telegraph wire, and but few daily newspapers.

I have copied a few railroad items from bound volumes of the weekly *New World*, for 1842 and 1843, Park Benjamin, editor, New York :

“ON TO TUCKAHOE.”

HARLEM RAILROAD.—The condition and affairs of this road have been, and still continue to be, the subject of considerable discussion, as well among individuals as in the columns of the daily press. We have hitherto refrained from the expression of an opinion, either pro or con, in regard to it, not because we have not felt an interest, but

because a press of other matter has occupied our time and space. Nor should we have broached upon it had we not listened to the tirades of malicious abuse which have assailed our ears, from a writer in one of the morning papers, "until forbearance has ceased to be a virtue."

In a recent article, he has the following: "We learn that this concern is making a desperate effort to construct their railroad up to Tuckahoe factory, mainly by loans from Westchester, with the *promise* of extending to White Plains, and thus to bubble up the stock. * * If we are correctly informed, they have applied to self-interest, and to local feelings, to induce the owner of another large marble quarry to extend the road to Tuckahoe, mainly on its subscriptions; but the road to be built in a 'make-shift manner,' and not in conformity to the advice of engineers of intelligence and capacity that have been consulted on the subject."

An effort *has* been made to extend the road to Tuckahoe factory; and as an evidence of the probability of its success, we would state that the contractors, whom the company have employed, "broke ground" for the extension on Monday morning, the 30th ult.; and further, that the company are now in possession of ample means and resources to finish, without delay, the contemplated improvement, and this, too, not "mainly by loans in Westchester," but from the voluntary contributions of a great number of stockholders, both in this city and in Westchester.

That there was anything "desperate" in the character of the effort, is most unqualifiedly false. So much was it of an opposite nature, that the "bulls" and "bears," as they are denominated, who have speculated in the stock of the company were totally unaware of its having been made until the arrangements had all been completed, and operations had actually been commenced.

So far as an appeal to "self-interest" and local feeling is concerned, our contemporary has been "correctly informed;" for it is from no other motives than the parties, either in Westchester or in New York, have been desired to act. But they have required no appeal, no urging to participate in an undertaking which was so clearly designed for the interest and advantage of all concerned. So far from any one individual having been the principal contributor toward the present extension, a degree of rivalry has been manifested by the residents in the vicinity in the assistance which they have afforded.—*New World*, Nov. 4, 1843.

"THE FIRST LOCOMOTIVE FROM BOSTON!"—About half-past three o'clock yesterday afternoon, two locomotive engines, the Hampton and the Norfolk, with their tenders, arrived at Greenbush from Chatham. They came over the road without encountering any other obstacle than that presented by a foot of snow. Thus the rail-road chain between Albany and Boston is at length complete.

It will be seen by an advertisement that the first train of cars will start from this city for the East on Tuesday morning. The Clermont *Eagle*, speaking of this important work, says:

"The road runs to the depot of the Erie Canal, and the manufacturers, fishermen, and importers of Massachusetts will pour over it the treasures from fifteen tributary railroads into the lap of the boundless West, and receive, in return, the products of 25,000 miles of canals, railroads, lakes, and rivers."—*Albany Daily Advertiser*, Dec. 27, 1841.

On October 20, 1842, the price of wheat in St. Louis was 27½ to 39½ cents per bushel, flour, \$2.75. At Zanesville, Ohio, wheat was forty cents per bushel.

Successful stage opposition to the Albany & Schenectady R. R. The stage company carried 30,356 passengers between Albany and Schenectady, from April 1, to Nov. 1, 1842, and declared a semi-annual dividend of ten per cent.

"NEW YORK AND ERIE RAILROAD."—We congratulate the public on the election of an entirely new Board of Directors of this important work. The affairs of the Company are to undergo a rigid examination, and the assignment, if possible, will be removed. The Directors have issued the following card:

TO THE PUBLIC.

NEW YORK, Oct. 7, 1843.

The undersigned, at the earnest solicitation of their fellow-citizens, having consented to be elected Directors of the New York and Erie Railroad Company, feel it to be their duty to state to the public distinctly the conditions upon which they have undertaken this trust. They have been informed that the affairs of the Company are in an embarrassed state, and unless a very great change takes place, its existence will, in all probability, terminate with the present year. The new Board of Directors intend immediately to examine into its condition, and report to the public the result of their labors. Should they find it impracticable to continue the work, they will make known their views and retire from the direction. On the other hand, should they find its embarrassments not so formidable but that, with proper assistance, they can be surmounted, they will call upon the public to aid them in its completion. If this call is responded to, the undersigned will continue their connection with the Company; if not, the responsibility of a failure must not rest with them.

David Austin, James Brown, D. A. Cushman, C. M. Leupp, Francis W. Edmonds, Silas Brown, Anson G. Phelps, Horatio Allen, Theodore Dehon, Matthew Morgan, Paul Spofford, William Maxwell. Several other members of the Board being absent from the city, their names could not be affixed to this document.

"NEW YORK AND ERIE RAIL ROAD."—The income of the road, from the time of its completion to Goshen, up to the first of February, 1843, was \$146,453.68, being a daily average of \$326.17, and making a yearly income of \$112,171.07. The whole expenses incurred for five and a half months, previous to the 20th of October last, were, for the Railroad and steamboat to Piermont, \$33,121.30. The expenses of the year, at the same rate, would be \$72,264.84, leaving surplus of receipts over expenses, amounting to \$39,906.23.

WHOLESALE MAIL STAGE CONTRACTORS.—The Cincinnati *Gazette*, Dec., 1843, states that the firm of Neil, Moore & Co. are very large mail contractors, and with the branch under the management of D. Talmadge, cover over 620,000 miles of service per annum, in the States of Ohio, Pennsylvania, New York, and Michigan, operating 290 teams, and 100 coaches, and employing 25 agents, and 290 drivers. The capital employed by the company in their stage business is estimated at about \$250,000, and their annual expenses at about \$300,000.

ACCIDENT ON THE UTICA AND SCHENECTADY RAILROAD.—On Friday (March 31, 1843), about five miles west of Schenectady, in consequence of some mismanagement, *not divulged*, two trains upon the same track, going in opposite directions, came in sight of each other; the *enginemen* instantly shut off steam, reversed action, and with the firemen, all leaped from their engines, when the trains struck with awful violence; but, owing to the distance between the trains when the engines were reversed, the collision, though tremendous, *did not injure any person*. The engine, tender, and passenger cars going west were utterly demolished, as also were the engine, tender, baggage and post-office cars of the train coming east. Providentially, none of the passenger cars in this last train were injured in the least. Two hundred and fifty passengers were in these cars, and their escape can only be regarded as miraculous. There were no passengers in the train going west.

The Chicago Democrat, of April 25, 1843, says, 10,000 bushels of wheat were sold in that city, the day previous, at 59 cents f. o. b.

A few years since, fifteen days and \$116 were required to go from Boston to Baltimore; now, three days and \$37 suffices.—*New World*, December 30, 1843.